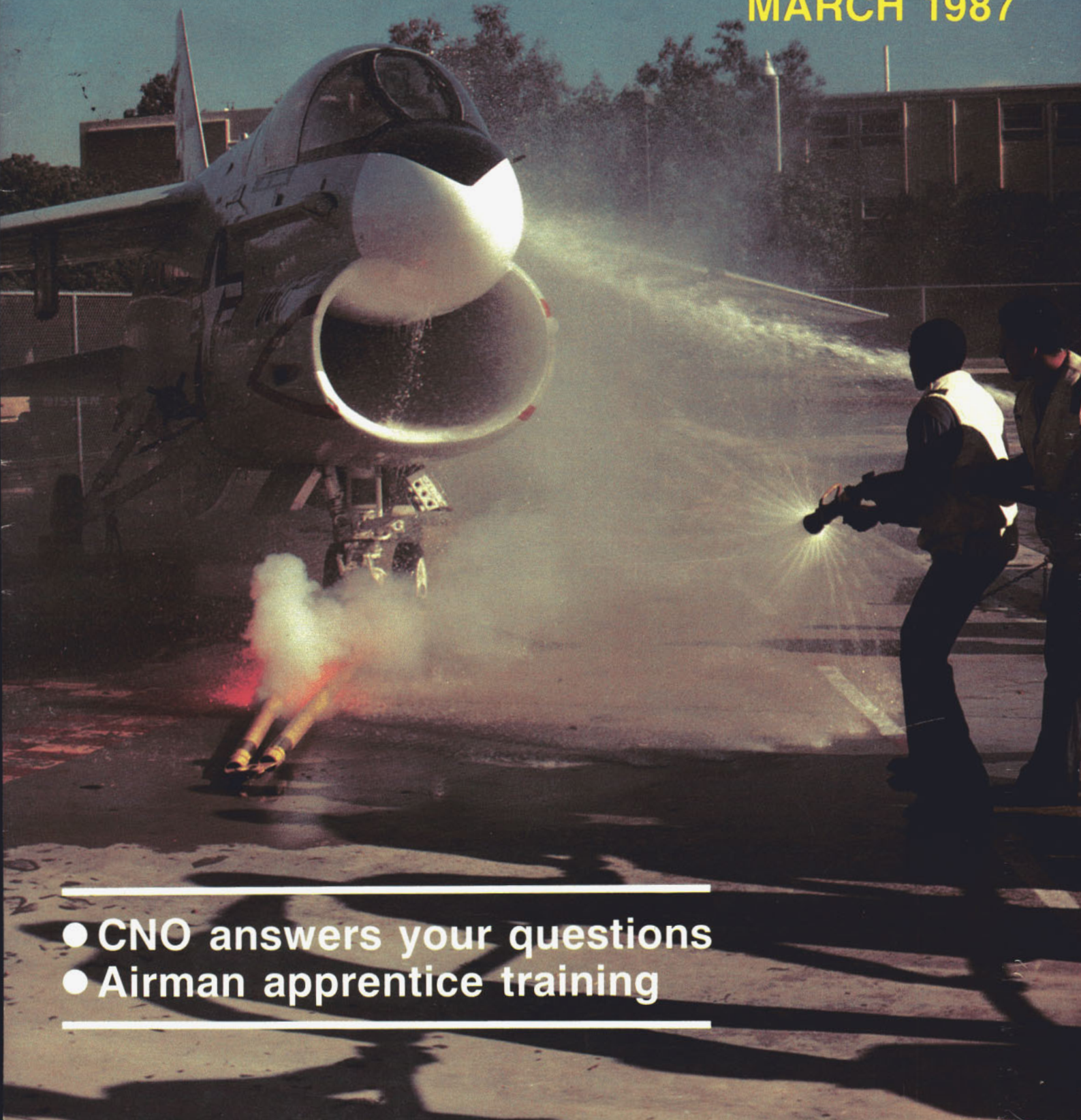


ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 1987



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- CNO answers your questions
 - Airman apprentice training
-

Boatswain's Mate 2nd Class William Sarber shows Gabriel Jamanila how to tie a knot the Navy way. Jamanila's Boy Scout Troop 114 visited the San Diego-based guided-missile cruiser USS Horne (CG 30). Photo by Belinda D. Boykin.



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MARCH 1987 — NUMBER 840

64th YEAR OF PUBLICATION



Page 22

4 CNO
He answers your questions

13 Log Book
10, 20 and 40 years ago in *All Hands*

14 USS Theodore Roosevelt
The Navy's newest nuclear carrier

18 Ditched
A Dutch Guiana survival story

21 Kanin Class (DDG)
Soviet guided missile destroyer

22 Airman apprentice training
Success without "A" School

26 USS Long Beach
25 years for the surface nuclear Navy

28 Hitting the silk
Navy test parachutists

32 Europe on ten bucks?
Anything is possible with "space-A"

41 Rights and Benefits, No. 13
Paths to a commission

2 Navy Currents / 40 Mail Buoy/Reunions

Front Cover: Students attack a simulated fire on an A-7 Corsair during airman apprentice training at NTC, San Diego. Photo by PH2 Michael Flynn.

Back Cover: As the nation prepares for the bicentennial of the U.S. Constitution, the famous document's namesake, the USS Constitution, will serve as the focal point for much of the Navy's celebration. Painting by John Charles Roach; reproduction courtesy of the Navy Art Center.

Navy Currents

Federal Tax changes

The Tax Reform Act of 1986 requires that every employee file a new Withholding Allowance Certificate (IRS Form W-4) before Oct. 1, 1987. The purpose of this form is to try to match the federal tax withheld during 1987 as closely as possible to the actual 1987 tax liability.

Members who have working spouses who expect to itemize deductions in 1987 under the new tax code, and who are currently claiming excess exemptions, should file a new W-4 as soon as possible. This ensures an appropriate withholding rate is established.

Retroactive adjustments to withholding are not authorized. New IRS W-4 forms are now available in the supply system. For further information, contact your local disbursing officer. □

Going overseas?

If you're heading overseas under permanent change of station orders, the Overseas Transfer Information Service—OTIS—can be the most important step in preparing for your move.

Following your overseas screening, contact OTIS. OTIS has the answers to your questions—from using appliances to buying automobile insurance at your new duty station.

Anyone can call: active duty, spouses, teenagers or Navy civilian employees. Even if you're only contemplating overseas orders and have a few questions, you can call OTIS.

OTIS telephones are open from 8:00 a.m. to 4:30 p.m. (EST), Monday through Friday: AUTO-VON 224-8392 or commercial (202) 694-8392.

You can even call collect. □

Retirement Reform Act

The Military Retirement Reform Act of 1986, enacted July 1, changes the way retired pay is calculated for persons now entering the military.

People who entered the military before Aug. 1, 1986 are protected by a grandfather clause,

which guarantees them the same retirement plan they were commissioned or enlisted under.

There are now three different non-disability retirement plans. Each plan is based on the date an individual was first enlisted, inducted or appointed in any component of a uniformed service. The latest plan applies to those who first came into the service on or after Aug. 1, 1986. (Those actually enlisted in the Delayed Entry Program prior to Aug. 1, 1986, are not affected by the 1986 changes.) The so called High-3 retirement system applies to those who first became members after Sept. 7, 1980, and before Aug. 1, 1986. Finally, the Final Pay plan applies to those who first entered service prior to Sept. 7, 1980.

Here are the three retirement systems:

	Final Pay	HI-3	New Retirement
Basis	Final basic pay	Average of highest 36 months' basic pay	Average of highest 36 month's basic pay
Multipliers	2.5% per year (50% for 20 YOS; 75% for 30 YOS)	2.5% per year (50% for 20 YOS; 75% for 30 YOS)	2.5% per year minus 1% for each year short of 30. 40% for 20 YOS; 75% for 30 YOS
Cost of Living Adjustment (COLA)	Full Consumer Price Index (CPI)	Full CPI	CPI minus 1%

The multiplier penalty in the new retirement plan is removed when a retiree reaches age 62, and retired pay is re-calculated based on the unreduced multiplier (e.g. 50 percent for 20 years of service).

Annual COLA increases under the plan are CPI minus one percentage point. For example, if the CPI increases five percent for the year, then retired pay COLA will be four percent. At age 62, earlier COLA reductions are restored once, but CPI minus one percent continues thereafter.

Reserve and disability retirees, as well as beneficiaries under the Survivor Benefit Plan, are not subject to the multiplier penalty provisions of the new retirement plan, but the CPI minus one percent COLA applies. □

HTLV III and assignment

Now that all active duty and reserve Navy people are being tested for HTLV III exposure, many are wondering how it will affect their assignments if they are identified as HTLV III positive.

SecNavInst 5300.30 and CNO NavOp 13/86 give guidance and background on the disease and the testing program. NMPC-45 has been assigned the cognizant division under NMPC-4 to handle the assignment of Navy people showing a positive HTLV III.

Assignments for such people are made by NMPC-453 as soon as written confirmation from Commander Naval Medical Command is received. They are then assigned to valid shore duty billets within 300 miles of one of four designated evaluation centers: Bethesda, Md., Portsmouth, Va., Balboa, Calif., and Oakland, Calif. PRDs are established at two years; the member will be re-evaluated at the end of one year.

For more information, call Lt. Gerding or Chief Personnelman Davis: (202) 694-3785/3786 or Autovon 224-3785/3786.□

Hunting and fishing?

If you want to hunt or fish on Navy property, check the written regulations of your base or station. Hunting and fishing in explosives storage, industrial and administrative areas of naval establishments are permitted only under carefully controlled conditions that will not endanger life, property or hazardous materials storage.

The base or station commanding officer issues permits to individuals authorized to hunt or fish. Maps that clearly define hunting and fishing areas also are issued.

Hunting on a base or station normally is authorized only when it is considered necessary for control of predatory animals, wildfowl or poisonous snakes, for reduction of game population, and to permit use of game preserves and natural wildfowl flyways.

Check with your base security office.□

ALL HANDS

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The CNO answers your questions

The All Hands editor recently visited Chief of Naval Operations, Adm. Carlisle A. H. Trost. The purpose of the visit: to ask the CNO questions that had been submitted by Navy men and women since August, when the "Ask the CNO" question form first appeared in All Hands. From the 400 or so forms received, 18 representative questions were chosen.

All Hands: Thank you for taking the time from what is obviously a very busy schedule to meet with us today.

CNO: Thank you for giving me the opportunity to address the concerns of our sailors in the fleet. One thing I do a lot of, and want to do even more of, is talk with and listen to Navy men and women and find out what they think is important. This interview gives me another chance to do that, and I'm grateful for that chance.

All Hands: The 600-ship Navy—is it a reality now?

CNO: It is very close to being a reality. The ships that will form the 600-ship Navy either exist or are being built—they've all been paid for.

All Hands: Even with the 600-ship Navy, we see Congress taking steps to cut our personnel strength. What measures are we taking to ensure we'll be able to man this new 600-ship fleet?

CNO: Well, we've done a number of things. Let me begin by talking about what we've done about our manpower cuts since the 1983-84 timeframe.

Congress authorized fewer officer and enlisted end-strength increases than we actually needed to man the growing fleet. We've resolved this fleet manning problem by drawing down the shore establishment to ensure that our new ships and our new aviation units coming on line





The CNO answers your questions

would be properly manned. The impact on the shore establishment has been to reduce that community, in many cases, down to about 75 percent of required manning. This means that fewer people are doing more and more work, as the workload in fact has increased. We have worked hard on convincing Congress of our manning requirements, and I think we've done a pretty good job.

In this past year, the key members of Congress who work on personnel issues were willing to admit that we did in fact have all of the justification for our requested increases, but that fiscal constraints prevented them from actually granting those increases.

We plan, simply, to keep working on this problem and eventually gain personnel to provide our necessary end strength.

All Hands: With this 600-ship Navy, will we see an increased role for women in the Navy? What are your feelings toward allowing women to serve on combat ships and within ratings that are now "men only"?

CNO: Let me be very specific. My personal feelings aside, Title 10 of the U.S. Code currently precludes women serving in combat ships or aircraft. There is a move afoot in the upcoming 100th Congress to make certain changes, not to Title 10, but specific administrative changes that would direct the Navy to assign women to units to which they cannot now be assigned by law.

My view is that if such changes take place, they should take place as a result of a modification to the law, which would permit a full discussion of the various considerations of women serving in combat ships and combatant units of the other services.

Now, as to the role of women in the growing Navy. We have built up to the point where we now have in excess of nine percent of our enlisted end strength and about 10 percent of our officer end strength that is female.

We see ourselves at about the limit of the numbers of women we can bring in, given the current size of the Navy. Based

on our inability to assign women to certain types of sea duty and the limitations that places on sea/shore rotations for our sea-intensive ratings, there aren't many more areas where women can be used in large numbers, but we are looking at it. We must provide Navy women with progressive upward mobility. If we don't, we'll see a period where we level off in terms of the numbers of women in the Navy, until there is either a significant change in the law or marked increases in the size of the Navy.

All Hands: Because of these personnel constraints, do you see any change coming in tour length policy or sea/shore rotation schedules?

CNO: The changes would not be so much in policy. There may be a time when there will be changes in the application of that policy as the result of manpower shortfalls in critical ratings. Those shortfalls might, for example, drive an increased sea duty requirement and increase the sea/shore ratios for certain ratings. Our overall goals will not change. Managing our personnel assets so that we meet those goals to the maximum extent possible continues to be my policy.

All Hands: Many of our readers complain that they were encouraged to make the Navy a career, but then they felt they were encouraged or even forced to retire after 30 years, or earlier, even if they were fully qualified to remain on active duty and wanted to do so. Do you see any inconsistency in encouraging people at the front to make a career of it, based on professional goals, and then at the end being selective about who can stay and who must go, based on considerations other than professional ones?

CNO: This is a subject that has had a lot of debate and that engenders a lot of emotion.

First of all, there are those who say, "Why can't I serve longer?" Then there are those, more junior, who say, "These people who are serving longer are depriving me of opportunities to advance, because we're top-heavy in the rating." In

the debate on this topic that has taken place over the years, the general consensus has been that we have to provide for the upward mobility and the satisfaction that comes with meeting the challenge of a military career. This means the opportunity to advance in a reasonable progression and achieve that satisfaction.

We have also repeatedly come to the conclusion that we need a young, relatively speaking, and dynamic force that would be able to meet the demands placed on our personnel in wartime or crisis conditions. Those demands are both physical and mental. And for those reasons, the 30-year career has been looked upon as the maximum.

All Hands: Of course, the other side of that coin is that maturity and experi-



ence are necessary in those situations.

CNO: That's certainly true. We need that maturity and experience and value it highly.

All Hands: Many readers claim that with the advent of the PSD/PASS concept of doing business, support provided to our sailors in the administrative area has declined in both quantity and quality in many cases. There have been a number of rumors that a major reorganization of the PSD/PASS system is being considered. Will that system be disestablished and the responsibility for personnel functions be returned to base commanders?

CNO: It's not likely. The system has its shortcomings now, it's true, in that it's understaffed. This is in part because

Congress has not given us the end-strength increases we need to fully man the growing Navy and in part because civilian end-strength constraints precluded hiring the people to properly staff some of those offices.

My policy is to make the system work and to ensure that the necessary assets are there to properly support our people. Inadequate support in the PASS/PSD offices certainly is a major annoyance to the people that system is supposed to serve.

All Hands: Is any consideration being given to instituting, or in some cases re-instituting, a re-enlistment bonus for those rates that are not SRB-eligible? Sailors understand and support the SRB program as a way of getting people into

critical rates or undermanned rates. However, most people believe that their jobs are important to the Navy whether they are considered "critical" or not, and when they re-enlist, they would like to get something more than a hearty "well done" and a day of special liberty.

CNO: I fully sympathize with the feelings of people who feel that their job is every bit as important as that of the shipmate who is drawing the SRB.

But I doubt that we'll see a re-institution of bonuses outside the SRB system, such as a general re-enlistment bonus, because the general feeling in Congress over the years, and increasingly so in recent years, is that we in the military should adopt more of the practices of industry. In other words, we should put the money where the shortfalls exist.

So, what has been approved are those increases in enlistment and re-enlistment bonuses that bring people into skills where shortfalls exist either because of the difficulty in achieving the necessary training or because of competition with the civilian market for that same talent. I think with that general philosophy prevailing in Congress, it's unlikely that we'll see a significant change in the bonus application.

All Hands: Speaking of bonuses and special pay, why don't personnel assigned to tenders receive sea pay and earn sea time while in port? Sea pay and sea time start for tenders only when they leave their home port, while other ships keep on retaining the special pay while in port. This seems like an inconsistency.

CNO: That's another very emotional subject, especially with those who serve in our tenders. By law, people serving in tenders can draw sea pay and get credit for sea duty only when they're at sea for 30 or more consecutive days. The comment about the people who are in port on other ships drawing sea pay refers to those whose optempo or perstempo is such that they consistently spend a good deal of their normal mission at sea. The difference is that tenders spend a good deal of their mission in



The CNO answers your questions

port, except when deployed.

I sympathize with those who have a problem with this policy. I understand the arguments of those who say, "We work long hard days, we need good people, and many of those people are those in the same rating as those in more sea-intensive billets, just aboard different ships." We are reviewing the policy on this to see what types of remedies we might make, because those who serve in tenders are treated in all respects as those in other ships: they lose their ability to draw commuted rations and BAQ, if unmarried. Therefore, there would seem to be considerable inequity in the current practice. It's something that we are looking at.

All Hands: We got a lot of letters on that one.

CNO: I'm sure you did. I get a lot of comments from the fleet on the topic.

All Hands: You mentioned BAQ—service members married to each other are considered two single persons for BAQ and VHA. This leads to a loss of pay if one of them is deployed. Do you anticipate this policy changing?

CNO: We're looking at this and yes, we do anticipate some change, but I can't tell you when or how successful we'll be. Again, this is one of those situations that derives from current law, which recognizes—for BAQ purposes—the marriage of two service members only when there are dependents involved, as if you were otherwise assigned to a ship.

All Hands: Are uniforms going to stay the same during your tenure as CNO or do you foresee changes?

CNO: My goal is to limit uniform changes to those absolutely essential to achieve the best wearability, durability and appearance. It is my judgment that the great majority of uniforms in today's Navy are functional, easy to care for and, if worn properly, meet the proper appearance standards that we have prescribed for them.

All Hands: Speaking of appearance,

let's talk about beards. This was probably the subject of the greatest number of questions we received. What is your policy on beards? Will we possibly see their return as part of accepted grooming standards?

CNO: My policy on beards is that I will continue the current policy and I plan no changes.

All Hands: Speaking as a member of the U.S. Coast Guard Reserve, I can say many of us enjoyed our beards until the Coast Guard followed Navy policy and banned them.

CNO: Yes, I know you did. In fact, before coming to this assignment, I was speaking in Norfolk to a group of chief petty officers that included Coast Guard CPOs. One bearded Coast Guard chief—who was still within the time limit for riding himself of his beard under the new Coast Guard Commandant's Instruction—said to me, "I don't see why you don't reinstate beards, because if you look at every old Navy or Coast Guard history book, you'll see that those sailors had beards." The answer is that those men had beards because they had to shave with cold salt water, and with some not-so-pleasant soap, and probably had to use their knives, instead of today's comfortable safety razors. So there was probably good reason for their wearing beards. I don't see any reason today.

All Hands: What is being done to help Filipinos in the Navy become U.S. citizens? Is there a bill before Congress or planned for submission to Congress?

CNO: There was not a bill in the last Congress. In the past, there have been actions to alleviate the disparity between Filipinos who joined the Navy in the Philippines and those who came to this country and then joined. Those who join the Navy from the Philippines are not considered to have normal alien visa protection. We've made efforts to correct this problem, but since 1982 to date the efforts have not been successful.

In the 99th Congress we had a bill, as part of the defense appropriation sub-

mission to Congress, that would have made it much easier for such people to become naturalized citizens of the U.S. following three or more years of service in our Navy. That bill was withdrawn by DoD when Congressman Bill Whitehurst indicated that he was submitting a bill dealing with this issue. It was submitted, was given a number, but was never reported out of committee during the 99th Congress. It's our intent to submit another such bill in the 100th Congress.

All Hands: Our readers are clearly concerned at the steady decline in benefits for service members and their dependents. For years they've been told about all the benefits that they could expect when they retire. Now more and more are finding that one of the major benefits, medical treatment, is realistically no longer available in many cases. How can any senior sailor, in good faith, tell a promising, intelligent young petty officer that he or she should stay in the Navy?

There is certainly some bitterness in the fleet about the treatment of Navy men and women at the hands of a Congress which seems, at times, to have very little regard for the concerns and needs of ordinary sailors.

CNO: It's a valid problem and one that concerns us. There are two aspects to the problem. One is the fiscal constraint on what we are able to do. The other is the fact that we have not communicated properly with our people on what the basis for the problem is and what we are doing to alleviate those problems. Let me focus on medical care, since that's the one about which I get the most frequent comments and questions.

Medical care is available for all active duty personnel without question. Medical care is becoming increasingly less available, especially in certain specialty areas, for some of our dependents and some of our retired personnel, all of whom have come to see medical care as an entitlement, regardless of the actual wording of the law.

Several things have happened over the

years. First we've seen a dramatic increase in the percentage of our personnel, officer and enlisted, who are married. This means a greater dependent population. We have also seen an increase in the number of retired military personnel, again driving up the demand for proper health care.

As we were making efforts to increase our capability, we have, at the same time, seen this increasing constraint on end strength in recent years. That precluded our building up our Navy military medical care strength to the degree that we wanted.

Now, to alleviate the situation, we've

been doing a couple of things. We've been continuing to try to get the necessary personnel end strength so we can build up medical end strength as well. We also—as I know you're aware, because I've seen articles on it in *All Hands*—have a program to provide health care through contract clinics in areas of high population density. There's also the effort, which went before the Congress last year, to improve CHAMPUS to the extent that personnel in certain trial areas, six states total right now, will have better access to civilian health care with better coverage than they have under the current CHAMPUS provisions.

So there are several efforts going on with the Congress that we hope will be successful in alleviating the overall problem. In order to help those people who, in particular, are looking for certain types of specialty care, we are providing counseling in our health care centers on where to turn for proper care that can't be provided by the military hospitals to which the dependent or individual has turned.

All Hands: The enlisted evaluation system was recently changed, eliminating the narrative for E-4 and below. There has been a lot of reaction to this policy, both from those who welcome the paperwork reduction, and from those who feel an opportunity to make more complete evaluations has been taken away. Is any thought being given to rescinding or modifying the policy on eval narratives?

CNO: Yes, there is. The policy took effect as part of our overall effort to reduce administrative paperwork. The evals were seen as a significant administrative burden. It was felt at that time that these junior enlisted personnel would suffer least if the narrative evaluations were removed. This has caused a lot of concern for those commanding officers who would like to comment on some of their people—those especially good and those few who might be especially bad.

So what I've asked is that we review the policy to see if we can provide for optional comment by the commanding



The CNO answers your questions

officer where he or she feels it is appropriate so that we don't shortchange any of our people.

All Hands: Numerous questions have been posed regarding civilians in the Navy. Most of the questions concern civil servants who fill positions many sailors feel could be filled by military personnel. And of course, most of those positions are ashore.

Similarly, many sailors question the policy of contracting our jobs to civilians when those jobs could also be done effectively by Navy men and women, probably at reduced cost to the government. What are your feelings on this?

CNO: Without question, many important jobs that support our Navy could be performed by military or civilian personnel.

Congress in recent years has become increasingly insistent that those jobs that do not require a clear military background be contracted out to civilian firms or be filled by civilian personnel. We have watched very carefully and complied with Congressional directives to study all activities that could be covered by civilians instead of military personnel, whether by contract or as part of our personnel establishment, and we've kept foremost in mind the impact on sea/shore rotation. Where a function clearly did not require the military expertise—where it could be performed most cost-effectively by civilian personnel—we have turned to that civilian avenue to satisfy that requirement to free up more of the authorized military end strength to fill the hard-core military billets, including the sea billets.

All Hands: Are there any particular jobs that you see that might be turned back to military personnel?

CNO: I don't see any at the present time. I'm familiar with some the activities that have been ongoing in this area. We've been studying this issue and taking steps as we've identified areas for conversion for quite a few years now. I don't, at this time, see any likelihood of many things being turned back to the military

from civilian personnel, unless there are suddenly some modifications to the requirements for military/operational expertise to fulfill certain requirements.

All Hands: Several readers apparently feel that we need some more dynamic leadership at our Family Services Centers—people who are committed to aiding healthy Navy families to grow in self-sufficiency, instead of just providing emergency help in a crisis. The current approach, right from the top, seems to be to let the clinical staff handle crises and not worry too much about imagina-

tive developmental programs. Do you have any comment?

CNO: Well, first of all, I don't quite understand what you mean by "right from the top" when you say the policy is to let clinical specialists take care of problems. If I'm the "top," my policy, often stated, is that I'm a strong proponent of Family Service Centers and any activity that enhances the quality of life for our service members and their dependents. I think they are absolutely essential.

Now the clear emphasis, right down the chain of command, is on making



those Family Service Centers work and serve their population. When the decision is made as to whether something is handled by the clinical specialist or someone in a leadership position, that's something that has to be decided on scene, depending on the nature of the problem.

We've been hampered again in enhancing our Family Service Centers' capabilities by constraints on funding. Gramm-Rudman, for example, required cuts across the board, *pro rata*, in each specific area of endeavor. This affected the Family Service Centers, because it cut the funds necessary to bring in the necessary people to help. End strength cuts in civilian personnel meant we couldn't bring in the people we needed for the program. Remember, we established the program out of hide, and had been bringing it along for years, but always out of hide.

So we had to try and add some civilian billets where they had not existed. So we've had some constraints—we're going to try to overcome those constraints, because it's a very high priority effort for me—and I hope we won't hear this kind of comment in a year or two.

All Hands: There have been many complaints from the fleet about inconsistencies in enforcement of the physical fitness program. Some commands seem to enforce it, while others do not. Accordingly, those personnel who do not meet the standards in the prescribed period are discharged, if they're in a strict unit. Other personnel who don't meet the standards, but who are assigned to a lax command, get to stay in the service. How can you correct this problem?

CNO: We can correct this by ensuring proper adherence, throughout the chain of command, to established regulations.

It's my intent that the physical fitness program work and the teeth of that program, which is the instruction, be applied uniformly across the Navy. I've stressed that at the senior flag level, and I'll continue to stress it. The most recent opportunity I've had to do this was at the Master Chief Petty Officer advisory

board. Our efforts will be to ensure uniformity of application of these standards.

All Hands: In an area related to fitness, I'm sure you're aware there's a lot of interest in the smoking problem. Some of those who are "hooked" on nicotine wonder if there is any help for them on the horizon. Others, who may also be hooked, but have no intention of kicking their habit, wonder if they have any rights. Still others—non-smokers—wonder when the Navy will put the smoking lamp out for good. How do you respond to the wide array of concerns over rights and health issues that surround this question?

CNO: First of all, I *do* consider this a major health issue. I think that it's to the Navy's long-term advantage, and to the advantage of the individuals as well, for us to reduce the numbers of smokers and the impact of smoke on non-smokers. So I'm a proponent of the current efforts, which stress first of all, the hazards of smoking, but which also provide education on means to reduce the problem.

We will continue to work with other agencies and communities on ways to rid the population of what I think is one of its great problems today. We'll continue to stress the need to provide a smoke-free environment for people who have to work long hours, often in constrained conditions.

Is it a violation of the smoker's rights to restrict smoking? That's one that I wouldn't care to argue—I'll just say that the right of one individual to smoke is no different from the right of another individual who opts not to inhale that smoke.

All Hands: Managers everywhere have to sort out the problem of a more healthful environment versus decreased productivity in many cases, what with the job interruptions often required for smokers who have to leave the workplace to smoke.

CNO: It can be a very thorny problem. I happen to have first-hand experi-

ence with that sort of problem: my wife's a smoker and I never have been. She has quit several times, the most recent attempt being just this week. It's totally a reflection of the fact that I dislike being in a smokey environment, socially or in a work setting. And she says, "You don't understand—it *helps* me."

Now, I'm accused by my wife and others of drinking a lot of coffee, both on the job and elsewhere—the more stressful the schedule, the more coffee I drink. So I guess I'm hooked, too.

All Hands: Admiral, you will soon have been in this job for a year. How do you like it?

CNO: So far, I think it's great. It's a tremendous challenge, it's an opportunity to impact both the present and the future of the Navy, and I'm enjoying the challenge immensely.

All Hands: What advice do you have for others, based upon what you've learned about your job, about how men and women throughout the fleet can better do their jobs?

CNO: The first thing you have to decide, in any job like this, is what it is that has to be done by *you* and what can be delegated. You have to be able to prioritize, because you can never get done all the things that have to be done in any given week.

And one especially has to learn to use one's staff effectively and delegate properly. My staff could probably comment better than I on whether or not I do that. But, certainly, in any tough, demanding job like this, you need competent, trustworthy people working for you—people to whom you can say, "Go do it" and then accept the result. If you don't have that type of staff, you'll never be able to get the job done.

I would think that the satisfaction that goes with a demanding assignment is in large part based on seeing results, and those results can't be achieved by one individual. They really take a team effort. And they take an educational effort in a job like this. Many of the things that

The CNO answers your questions

I want to achieve for the Navy aren't going to happen unless I can communicate my desires through the chain of command and properly articulate what I want to do. This will ensure my goals are understood and people understand why things should be done and are therefore motivated to do the job.

All Hands: One last question—what's your top priority for the remainder of your tour?

CNO: My top priority is personnel

readiness. With all the other things that have contributed to the readiness of today's fleet—the improved funding of Congress, the support of the administration and the support of American people over the last five or six years—what's really made the difference has been personnel.

We've been able to recruit good people and we've been able to retain good people because they have been challenged. They've found the satisfaction that goes with the job. And they are what makes

the difference. They also represent, of all the assets we have in the Navy, the most perishable.

If we don't ensure good quality of life and good job satisfaction, we're not going to keep our best leaders, our best performers. Our stress has to be: get good people, retain good people and make sure those that we keep are satisfied. □

—Photos by JO1 Lynn Jenkins



The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands presents a short review of articles that appeared in previous issues.

10 YEARS AGO—

in the March 1977 *All Hands*

- A new submarine trainer that can be changed to look and perform like any one of 10 classes of submarines has been put into operation at the Naval Submarine School at Groton, Conn. Called the Multi-Class Ship Control Trainer, it can be modified to represent characteristics of different submarines by reprogramming its computer, controlling the instruments and by moving equipment inside the trainer to represent the interior of a particular submarine. Other sub trainers at the school can represent only up to three different classes of subs.

- Adm. Stansfield Turner has been confirmed as the director of the Central Intelligence Agency. Prior to ratification by the Senate, Turner served as commander-in-chief, Allied Forces Southern Europe. As CIA director, he is respon-

sible for overseeing all U.S. intelligence operations outside the United States.

20 YEARS AGO—

in the March 1967 *All Hands*

- Attack Squadron 144 was one of the first Navy jet air squadrons to see action over Vietnam in August 1964. Since then, many names and faces have changed within the squadron, but its combat record continues to climb—threefold. According to VA 144, it is the first Navy jet unit to make three combat deployments in Southeast Asia since the outbreak of hostilities in 1964. It was VA 144 pilots, nicknamed the Roadrunners, who swept down on the North Vietnam motor torpedo boats that initially attacked U.S. Navy destroyers in the Gulf of Tonkin on Aug. 4, 1964. At the time, VA 144 was flying from the attack carrier USS *Constellation* (CVA 64).

- Three recently built deep-draft piers will substantially increase the flow of supplies into Danang, Vietnam. The piers can accommodate six large ships simultaneously and an estimated 5,400 tons can be offloaded every four hours.

Dredged to a depth of more than 25 feet, the piers, for the first time, enable ocean-going vessels to discharge their cargoes into waiting trucks.

40 YEARS AGO—

in the March 1947 *All Hands*

- With the high-speed flight tests this spring of the new D-558 jet plane, the Navy has announced its participation in the race for sonic- and supersonic-speed aircraft now in progress all over the world. Built by Douglas, the new D-558 *Skystreak* is an all-jet-powered experimental model intended by the Navy to explore the speed regions of compressibility—the approximate speed of sound, which ranges from about 600 to 900 miles per hour, depending on altitude and temperature. Nicknamed the "supersonic test tube," *Skystreak* is completely self-powered. For the safety of the test pilot in event of trouble at the extreme speeds for which it is designed, the entire nose section of the plane is constructed to drop off at the pilot's control. Breaking off just aft of the cockpit, the nose section, with the pilot still aboard, will be able to slow down to speeds at which it will be safe for the pilot to bail out.

- The USO, whose members in World War II got as close to the front lines as a non-combatant can, and sometimes uncomfortably closer, is curtailing operations generally now, in preparation for shutting down on Dec. 31. Many USO clubs have closed their doors, but the Navy has asked the USO to continue, within the limits of its 1947 budget, to run clubs in key areas where large numbers of naval personnel still are on duty. Commandants of naval districts have indicated which clubs will be most needed during the remainder of the USO's service. □



Three ships moored at the new deep-draft piers in Danang, Vietnam.

USS Theodore Roosevelt

Crew of the newest Nimitz-class carrier finds that pre-commissioning can be one of the hardest jobs in the Navy

"We, as a nation, cannot escape the paradox of peace—that peace rests, ultimately, on the strength and the will of the 'just, armed man.'

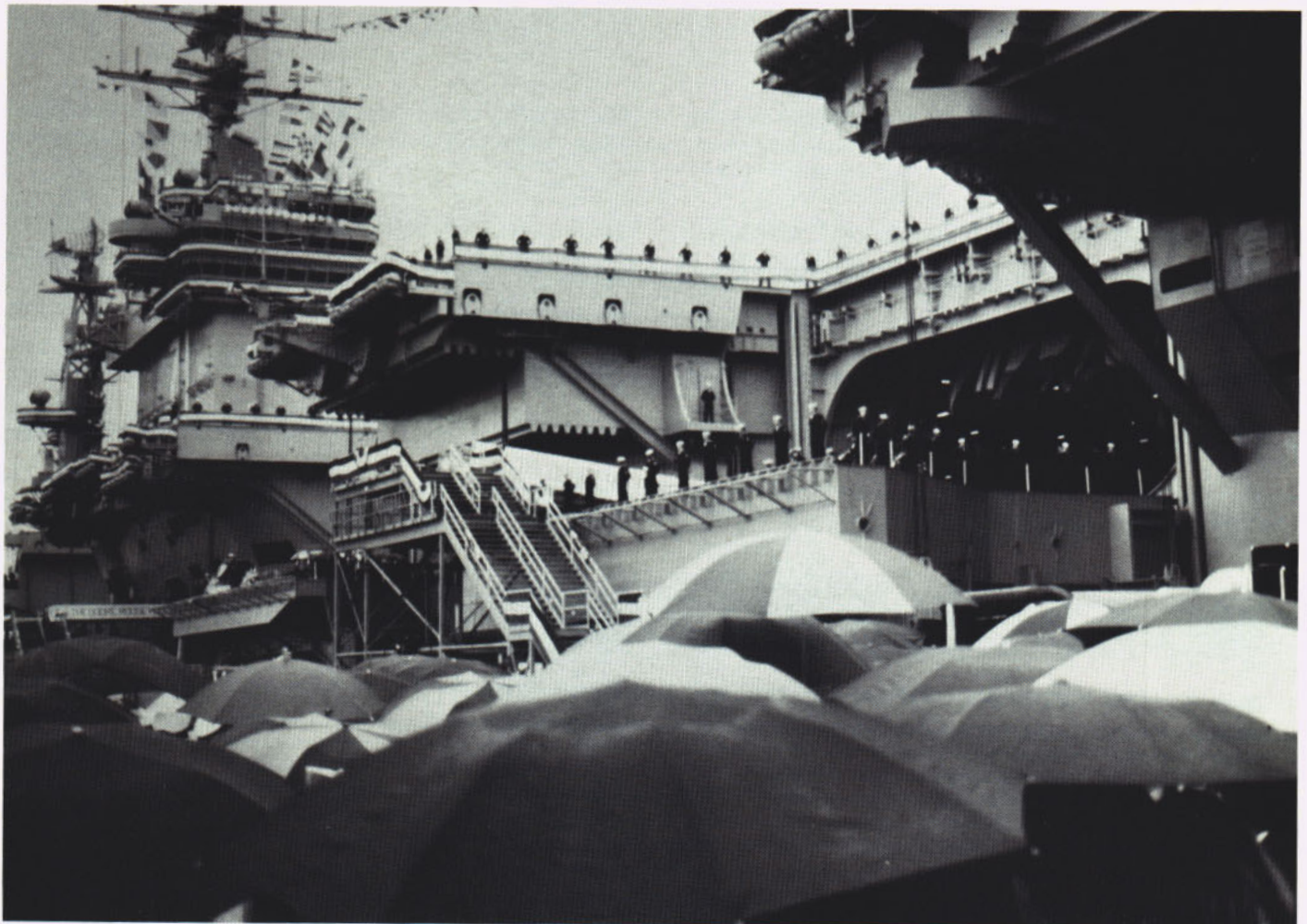
"Let us go forth with all the vigor, determination and sheer exuberance of the man whose great contributions as a

peacemaker we honor today: Theodore Roosevelt," said Secretary of Defense Casper Weinberger, principal speaker at the Oct. 25 commissioning of the Navy's newest aircraft carrier, USS *Theodore Roosevelt* (CVN 71).

Thousands attended the ceremony at

Newport News Shipbuilding in Newport News, Va., to see the Navy's aircraft carrier fleet grow to 15.

This new warship represents the height of shipbuilding technology. "T.R." is the largest single mobile man-made structure ever built.





Appropriate pomp and ceremony set the scene as Commanding Officer Capt. Paul W. Parcels and his crew man the Navy's newest CVN, ending months of pre-commissioning work.





The ship has four aircraft elevators that together cover 1,000 square feet and a flight deck longer than two and a half football fields. From its keel to the top of its mast, T.R. is as high as a 24-story skyscraper.

More than 50,000 tons of structural steel form its hull. More than a million pounds of aluminum and three million pounds of weld metal were used in the ship's construction. Its wiring equals 4,300 times its 1,092-foot length.

The carrier's propulsion plant has two nuclear reactors; T.R. can sail for 13 years without refueling. The daily capacity for the fresh water distilling plant is 400,000 gallons.

It's estimated that there are more than one billion tubes, transistors and diodes in *Roosevelt's* electronic equipment, and there are more than 29,000 light fixtures throughout the ship.

Each of the carrier's two anchors weighs 30 tons, each of the rudders is 65 tons, and each of the four propellers is more than 32 tons.

There are more than 2,000 telephones aboard, and T.R. cooks will serve more than 18,000 meals daily when under way.

But even with all these "more thans," the most impressive thing about *Roosevelt* may be a "less than." The carrier was commissioned in *less* than the time allotted—16 months ahead of schedule—saving the Navy an estimated \$80 million in program costs.

"Faster delivery, of course, means lower costs, and that's important to the taxpayer, to the Navy, and to us," said Edward J. Campbell, Newport News Shipbuilding president and chief executive officer.

But in these uncertain times, faster delivery means much, much more. "Each *Nimitz*-class carrier is yet another sentinel standing watch over the freedoms we enjoy as a nation and the peace to which we as people are so deeply committed," Campbell said.

The key to this successful delivery and swift construction was the shipyard's computer-aided design and manufacturing procedures, modular construction technology and the superlift capacity of the 900-ton crane, Campbell said.

The carrier took shape in the computer system with two- and three-dimensional images representing the hull and frame,

while structural engineers used the extensive computer memory to check vast numbers of variables and ensure the flight deck assembly could withstand extreme pressures and stress.

At the same time, use of the "super-block" concept (where huge metal sections are pieced together by a giant crane to form the ship's hull), is made possible by the crane's enormous lifting capability. This has added a new dimension to carrier construction, according to Bob Savage, the construction superintendent in charge of work on the final assembly plan.

"The crane lifted the 14 flight deck assemblies, weighing 860 tons each, onto *Roosevelt*, and everything fit like a glove," Savage said. "It was like a giant jigsaw puzzle."

Using this huge crane, 160 modules or subassemblies, weighing from 100 to 900 tons, were combined to create this massive warship.

Roosevelt will be a key element of the Navy's forward-deployed defense strategy, tasked with maintaining open sea lanes of communication.

T.R. will be part of an elite battle group with the capability of projecting



Secretary of the Navy John Lehman spoke at the Theodore Roosevelt commissioning ceremonies, which included (opposite) the actual manning of the ship and (left) the presentation of a portrait of the Roosevelt family home, donated by Mrs. Lehman.



nearly 100 aircraft to most points on the globe. The A-6E *Intruder* all-weather attack aircraft and the F/A-18 *Hornet* strike-fighter are part of the air wing that will carry out long-range air-to-ground strike missions, surveillance of major shipping routes and anti-submarine warfare.

"People talk about the main battery of a carrier being its aircraft," said Capt. Paul W. Parcells, commanding officer. "It's all baloney. The main battery of a ship is the people, because without those people, those aircraft won't fly."

"So in order to carry out a successful mission, we *Roosevelt* leaders take care of our sailors. I was a 'white hat' a good many years ago, and I think I have a good understanding of what makes a man tick—whether he's a 'white hat' or an officer."

"I speak to every single crewman who checks on board this ship. Everyone on the ship deserves the right to, one, know who his commanding officer is and meet him in person, and, two, hear his (commanding officer's) approach and philosophy to things."

The CO also discussed some of the problems that come with having thou-

sands of sailors assigned to a ship that won't sail for months or years. "It's been a very hard time," said Parcells. "It's been a very, very tough environment. It's been unpleasant to have people stationed here for up to three years undergoing training."

The precommissioning unit completed the intensive training program. Each sailor became fully qualified in general damage control and received unique training for his particular department.

At the peak of training, almost 500 sailors were transported daily from the shipyard to numerous training activities including Fleet Combat Training Center, Dam Neck; Naval Air Station Oceana; Naval Amphibious Base Little Creek; and Naval Station Norfolk, Va. Air department personnel even got underway with other ships.

Despite all the logistics problems involved in such extensive training, the final results were worth it.

"By the end of this enormous training evolution, *Roosevelt* leaders felt that each sailor knew his responsibilities fully and knew that if personal situations imposed any problems with fulfilling those

responsibilities—we were here for him," said Cmdr. Bill Joyce, training officer and executive department head.

"I emphasize to my officers, chief petty officers and leading petty officers that it's important that our sailors know they are taken care of," said the commanding officer.

"It's tough, considering our average sailor is only 20 years old. And most likely these sailors joined the Navy to see the world and they haven't done it yet," said Parcells, "but we will."

"It's not like home—but a warship will never be like home. So, I've had to formulate the policy, morale and character of this vessel to make it as much like home as possible."

"It's exciting, especially when you consider that this character will remain with the ship for the rest of her commissioned life."

"*Theodore Roosevelt* is the newest *Nimitz*-class carrier, and if I have anything to say about it, she will be the finest carrier in the U.S. Navy." □

—Story and photos by
JO2 Jodelle Blankenship
NIRA Det. 4, Norfolk, Va.

Ditched

A Dutch Guiana survival story

Story by Bernard J. Weitzman

Nov. 9, 1943, is a date I'll never forget. And, I'm sure that the rest of my buddies who made up the crew of that PV-1 *Vega Ventura* patrol plane and a certain Army chaplain, have no problems remembering either.

The day started with a routine air patrol over the Atlantic in search of German submarines. We were assigned to Navy Bombing Squadron 131 and had taken off that morning from Zandery Field, Dutch Guiana (now Surinam), an air base we Navy types shared with the Army Air Corps.

We had been patrolling for five hours before setting a course for Atkinson Field, British Guiana, for refueling. When I say "we," I refer to pilot Lt.j.g. John Powers, co-pilot Ensign Joseph Greene, Aviation Machinist's Mate 1st Class Luther McPherson, mechanic; Aviation Ordnanceman 2nd Class Donald "Punchy" West; and yours truly, Weitzman, as radioman.

While our aircraft was being serviced at Atkinson Field, we met Father Francis Waterstraat, a chaplain with the U.S. Army Air Corps. He was looking for a ride to Zandery Field, our home base, to minister to the troops there. He explained to us that his parish included most of the north coast of South America, but he had no transportation to take him on his appointed rounds. Consequently, he had to hitch rides on any aircraft available.

Waterstraat was without prejudice and

accepted a ride with us. What else could he do? We were his only choice.

The patrol started out routinely. Then we spotted an enemy submarine crash diving. The sub had spotted us before we could attack. I radioed our base, reporting enemy contact and our position. Orders came back, "Remain on station until relieved." Our relief was a PBY *Catalina* patrol plane lumbering our way at 110 knots from Naval Air Station Trinidad.

We shadowed the sub for four hours, until our fuel situation became critical. By the time our relief arrived, we had just enough fuel to get back to Zandrey Field without any reserve.

Our flight back to Zandrey was uneventful until we began our approach to the air field. It was 6 p.m. A tropical rainstorm greeted us and due to dense fog and rain, we couldn't see a thing and our fuel had run out. It was going to be impossible to land since there were no sophisticated electronic landing aids to guide us in. The jungle was below and the coastline was 20 miles to the north.

The voice of our pilot, Powers, came over the intercom, "We can bail out over the jungle or we can land at sea. The choice is yours." Some choice. But we had to give our captain an immediate answer, and all of us, including Waterstraat agreed, "Let's try it at sea." Powers banked the aircraft and we headed out to sea and a crash landing.

Waterstraat asked, "Are there any

Catholics aboard?" Punchy West told him, "Father, *you* are the only Catholic aboard." I sincerely believe this made him pray more diligently for our safety. In light of later events, I must admit the chaplain did good work.

The choice to ditch at sea was easy. If we had jumped out over the jungle and our parachutes opened in time, we might find ourselves hung up in trees that reached 60 feet and higher above the jungle floor. Even if we did make it safely to the ground, our chances of finding each other in the dense jungle were



nil. This, after all, was the same area where Frank Buck, the famed explorer in the 1920s and 1930s, gave up and returned to civilization without any meaningful exploration.

If our crew had been paying attention during survival drills, we would have an excellent chance of launching the life raft and staying afloat until rescued. We'd soon find out.

My responsibility as radioman made it necessary to send out our present position and where we hoped to ditch at sea. Voice communication was out because of

the weather and the distance from base. I sent the message in Morse Code and, luckily, it was received at Zandrey Field.

Landing at sea, especially in a land plane, presents a number of problems that are difficult to comprehend unless you have experienced them. We had to jettison all loose gear on board, along with the pilot's canopy; drop our depth charges; destroy the IFF (Identification Friend or Foe) code box; and fasten our seat belts and brace for impact.

Powers, who had never ditched a plane before in his life, made a beautiful land-

ing under horrible conditions: inky black night, heavy rain and gusty winds.

We touched down gently enough but the plane skipped some distance before losing air speed, settling into the sea in a Niagara of water spray that inundated the cockpit.

We had to act fast! The plane was going to sink, and none of us wanted to go to the bottom with it. Our training *did* pay off. Co-pilot Greene and mechanic McPherson were able to launch the life raft on one side of the plane while the rest of us, including the hitchhiking chaplain, were on the other side of the plane keeping afloat in our Mae Wests.

We were all out of the plane in time to see it sink below the surface. The time elapsed from landing until the plane disappeared was about 20 seconds.

At first, it seemed that our situation was not good. The howling wind and blackness prevented the rest of us from making contact with Greene and McPherson in the raft. And in the confusion of the moment, we weren't sure in which direction we had to swim to reach shore.

We soon realized that we had landed at the mouth of a river, which may not have been so fortunate had the tide been going out. But, a "force" must have been with us, for the tide was coming in and slowly carrying us along with it.

Waterstraat presented a problem. He said, "I can't swim. You fellows go on and let me make it by myself." This didn't make any sense to the rest of us and we surely didn't want to lose our "father," whose prayers had done well for us so far. So, we took off our belts and fashioned a rope to keep him close to us. Thus, with the chaplain in tow, we set out for one of the banks of the river.

We were making good progress when I suddenly felt something bump against my thigh. I asked Powers if he had kicked me. He replied in the negative and queried if I had just kicked him. Following a nervous gulp, I said, "No." At this, as if on cue, we both cried out "Oh-oh!"



World War II-vintage PV-1.

Ditched

We weren't the only ones swimming in these parts. But whatever it was decided to leave us alone.

At about 2 a.m., after eight hours in the water, we felt mud underfoot. We'd made it to one of the river banks. Although our landfall was in a swamp and not all that solid, it was still land.

While sitting in the muck, going over our good fortune, insects began to attack us ferociously. Our Navy vocabulary was soon put to the test and we passed with flying colors. The air turned blue from our tirade against the foe. Meanwhile, Waterstraat pretended to be asleep, not hearing a word we uttered. He had to be a saint to put up with our verbal assaults.

Just before daybreak, we heard voices in the distance. As darkness gave way

to dawn, we spotted a group of natives getting out of their boat that had been grounded by the outgoing tide. They were fishermen from a nearby village who caught fish by constructing long net fences parallel to the shoreline. When the tide came in, the fish came in. When the tide went out, the fish were caught in the netting. I can imagine their surprise when they realized that the tide had brought in more than fish on this occasion.

Using a mudsled, the natives picked us up and returned us to their boat, where we were served a breakfast of fish and tea prepared over a fire built in the aft end of their boat.

All of us ate ravenously of the fish, with the exception of Waterstraat, who was a bit concerned about the sanitary

conditions aboard our rescuer's seagoing cafe. But, when he saw how much we were enjoying the repast, he gave in to a growling stomach and joined us.

About 10 a.m., a Navy blimp spotted us and approached, using a bullhorn to ask about our condition. I signaled by semaphore that we were okay but that two of our crew were missing. They answered not to worry and that we would be picked up in a short time.

Two hours later, a Grumman *Duck* amphibious plane, piloted by Army Major Art Williams, famous for conducting daring rescues of airmen at sea and along jungle rivers, landed to pick us up. We weren't sure what had happened to Greene and McPherson, which gave us considerable concern. But Williams allayed our fears by informing us that another search plane had spotted them on the other side of the river. With this good news, Williams taxied his plane to the other side and picked up the two men.

Greene and McPherson had been spotted earlier that morning by an aircraft of our squadron out searching for us. But our joy at being rescued was darkened by news that, while making a steep turn at low air speed, the rescue plane plunged into the sea, killing all on board.

Flying back out over the sea enroute to Zandrey Field, I looked down and noticed a number of dorsal fins slicing through the water. I couldn't help but wonder if, on the previous night, the deadly owner of one of those fins hadn't bumped against Powers and me.

On returning to base, the guys in the radio shack who picked up my distress transmission prior to our ditching kidded me by asking, "Bernie, we received your message, but why was your fist so shaky?" I didn't take offense. We had been rescued and that was good enough for me. □

Weitzman now is a consultant in Lilydale, Minnesota.



Guided missile destroyer (DDG)

KANIN Class

Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.

The *Kanins* were originally *Krupnyy-*

class guided-missile destroyers and were subsequently converted.

Displacement: 4,800 tons full load;

Length: 140 meters (460 feet);

Propulsion: Steam turbines. Top speed, 34 knots;

Main armament: One twin SA-N-1 SAM

launcher; two quad 57mm AA gun mounts.

The *Kanin* Class is primarily an anti-submarine ship but also has anti-aircraft capability. They carry ten anti-submarine torpedo tubes, anti-submarine rocket launchers, and a helicopter platform. □

KANIN DDG



Airman apprentice training

Story and photos by PH2 Michael D.P. Flynn

More than one-third of the recruits entering the Navy do not have formal Navy school guarantees, according to recruiting statistics. But the airman apprentice programs located at the Orlando, Fla., Great Lakes, Ill., and San Diego naval training centers help bridge the training gap between boot camp and "A" school.

Master Chief Aircraft Maintenance-man James V. Jackson, training coordinator at the San Diego school, said that many recruits go into the apprentice program with negative feelings. "...It's like they've been cheated by not getting an 'A' school. We stress that they *can* achieve and be successful, even without an 'A' school."

To support that philosophy, Jackson cites Aviation Boatswain's Mate Equipment Technician 2nd Class John R. Kirby. Kirby is the command's first apprenticeship school graduate to return as an instructor.

"I'm an example of what can be done. My original goal was to make E-5 in five years—I did it in three," Kirby said.

Jackson personally recruited Kirby to instruct at the school. "I was floored," Kirby said, recalling his reaction to being invited back to his alma mater. "Five years ago I was a student. Now, as an instructor, I can pass on advice to my students that will help them avoid making those common mistakes once they get into the fleet."

During the four-week school, students

are given familiarization lessons in topics that touch on all ratings in aviation, including avionics, powerplants, aviation firefighting and safety equipment.

"The students receive about 40 lessons, and it's a challenging four weeks for them," Kirby said. "I explain up front which rating a particular lesson relates to, and that seems to hold their attention."

Kirby, 25, also uses himself to motivate students. "My students see I'm a second class, notice how young I look, and ask me, 'Sir, how old are you?' I answer by saying, 'I'll tell you if you graduate.' It seems to work because several of my students have come back to find out."

Students receive the benefit of each instructor's firsthand experiences. "We have the sea time, we've been there,"



Firefighting drills are but one part of the multi-faceted curriculum students are exposed to in the airman apprentice programs.



Airman apprentice training

Kirby said. "Our graduates are better prepared (for their jobs in the fleet) because they know what's going to happen once they report. They know about having to do time mess cooking or working in the line division. We don't disguise the reality of Navy life.

"We also tell them they can still get an 'A' school once they get to their squadrons or ships. It just won't happen right away," Kirby said.

"Our main advantage over 'A' schools is that the airman apprenticeship program lets the young sailor strike for anything," Jackson said.

The program's staff encourages shipboard and squadron commanding officers and executive officers who have graduates of the program in their commands to visit and inspect the school's facilities, and many do. "They leave here impressed with the quality of our entire program, from our lesson plans to our training aids," Jackson said.

The school has acquired equipment from the Chief of Naval Technical Training that adds realism to the training program. In addition to discarded jet engines, cut away to expose their inner workings, the school has ejection seats, tools, avionics, search and rescue flares, rafts and parachutes.

The most recent additions to the

school's training program are two A-7 *Corsairs* from Davis Monthan Air Force Base, Ariz. The jets are used for hands-on training for such subjects as pitot-static tubes, auxiliary power units, landing gear, "black boxes," aircraft towing, and aviation firefighting. The airman apprenticeship school also features a T-39 *Saberliner*, which sits in front of the main building. "The aircraft helps to distinguish us from the fireman and seaman apprenticeship schools," Jackson said.

The success of the apprenticeship school is reflected in the career development of sailors who have completed the program then gone to fleet commands. Airman David C Huckins, 19, and Airman Larry Alves, 26, assigned to Fighter Squadron 213, NAS Marimar, San Diego, are two such sailors.

Huckins graduated from the program at Great Lakes.

"The school gave me a good basic understanding of the ratings in aviation, and there have been no surprises. What I'm doing now is exactly what I was told it would be like," he said. "I started out in the squadron's first lieutenant office,

but when the work load was light, my supervisor saw to it that I had plenty of time to visit the various shops for on-the-job training," Huckins said. "This helped me see the overall aviation picture. I knew I wanted to work on airplanes, but I wasn't exactly sure in what way."

Like his brother Bernard, a third class petty officer at Early Warning Squadron 127, Norfolk, Va., Huckins decided to strike for the aviation structural mechanics' rate.

Alves is an aviation administrationman

Following a day of training that included simulated casualties (below) the students and their instructor pose for class picture (right).



striker who transferred to VF 213 from VF 103. His first interest was in the aviation electrician's mate rating. "My instructor during school was an AE chief," he said. "He told us about AEs and made it sound interesting."

Soon after reporting to VF 213, Alves learned that the AE rating was closed. On recommendation of his career counselor, he then looked into the more open AZ rating. "I looked it over, and it seemed very interesting to me," Alves said.

Like all apprenticeship school graduates, Alves attended the Fleet Readiness Aviation Maintenance Program (FRAMP) before assignment to his squadron. From the start, his new squadron expressed an interest in his well-being.

"Whenever I was assigned TAD to stand gate guard duty on the flightline, they let me know it wasn't a punishment—that I was important to the squadron and their door was always open if I had problems," Alves said.

"I feel you get out of the program what you put into it. If you want to lay down and play dead, then you're hurting yourself," Alves said. "I think that you really have to show the command that you really want to do something, for yourself and the command, in order to make the striker's program work."□

Flynn is a photojournalist assigned to FltAV-ComPac, San Diego. He also is a graduate of the airman apprenticeship program at Great Lakes.



Surface Navy celebrates 25 years of nuclear power

USS Long Beach

In the autumn of '61, John F. Kennedy was ending the first year of his presidency; Mr. Ed, the famous talking horse, made his television debut; New York Yankee slugger Roger Maris was only a few swings away from breaking Babe Ruth's single-season home run record; and the atom joined the surface Navy.

The Navy's first nuclear-powered surface ship, USS *Long Beach* (CGN 9) was commissioned in Boston that autumn, on Sept. 9.

Today, Kennedy, Mr. Ed and Maris are memories, but the "grande dame" of the nuclear surface fleet, although older than most of the 1,000 men stationed aboard it, is still going strong.

As warships go, *Long Beach* has reached middle age. But overhauls and regular hardware upgrades have kept the 15,000-ton guided missile cruiser in prime condition. The ship's 25-year career exemplifies the long-term success of the Navy's nuclear surface ship program. Yet there was a time when few thought such a milestone would be reached.

In a U.S. government laboratory under the University of Chicago's Stagg Field, Enrico Fermi set in motion the first sustained energy-producing atomic chain reaction in 1942. Nine years later, the Navy began to build and test an atomic-powered marine engine at the National Reactor Test Station, near Arco, Idaho.

That engine was the same type eventually installed in the world's first nuclear-powered vessel, the submarine USS *Nautilus* (SSN 571). The 1955 message, "Under way on nuclear power" echoed throughout the world's oceans. The chief of naval operations at that time, Adm.

Robert Carney, recommended the entire battle fleet immediately begin converting from fuel oil to nuclear propulsion. *Jane's Fighting Ships* called it "the most important development in naval history since the steam engine." Following the successful testing of atomic engines in



submarines, the Navy prepared to introduce nuclear power into its surface fleet. Carney's successor, Adm. Arleigh A. Burke, requested two aircraft carriers, four cruisers and 12 destroyers. Planners in the '50s envisioned a nuclear-powered fleet by 1970. Burke attended the keel-laying ceremony for the lead ship of his ambitious program on the 15th anniversary of Fermi's experiment, Dec. 2, 1957. The ship was the U.S. Navy's first cruiser built since World War II and the world's

only cruiser armed exclusively with guided missiles. Anticipated cost: \$87 million.

The new cruiser was christened USS *Long Beach* on July 14, 1959, the Southern California city nosing out South Bend, Ind., Portland, Maine, and Schenectady, N.Y., for the historic ship's name. More than 7,000 guests watched Mrs. Craig Hosmer, wife of the Long Beach congressman, break a bottle of domestic champagne across the bow of the world's first nuclear-powered surface warship.

Scaffolding still surrounded the characteristic box-shaped superstructure, the skin of the ship was dotted with primer paint, and loose cables were exposed topside. But the *Long Beach* builders met their goal of beating the nuclear-powered merchant ship SS *Savannah* to sea by seven days.

Burke was urging Congress to fund a class of nuclear-powered "super carriers," leading with USS *Enterprise* (CVN 65). Meanwhile, the new target cost for completing USS *Long Beach* had almost tripled: \$250 million.

Two factors contributing to the cost overrun were the Navy's demand for perfection in every detail of construction and constant design changes to keep the ship's system at "state-of-the-art" levels. More than 14,500,000 square feet of blueprints were drawn up during *Long Beach*'s construction, enough paper to cover 325 football fields.

The payoff for all this attention to detail came on July 7, 1961, when *Long Beach* underwent its first atomic-powered sea trials. Riding the ship were the two major proponents of naval nuclear

Three of the Navy's first nuclear-powered warships—USS *Enterprise* (CVN 65), USS *Bainbridge* (CGN 25) and USS *Long Beach* (CGN 9)—steam through the Mediterranean in 1965.

power, Deputy CNO for Development (later CNO) Vice Adm. Thomas Hayward and Vice Adm. Hyman Rickover, known as the father of the nuclear Navy.

Rickover said *Long Beach* met or exceeded all design specifications. "Once her potential is understood," he wrote while on board, "it may well have the significance for surface naval warfare that the *Nautilus* has for undersea warfare."

Aside from providing a reliable source of heat to power ship's boilers for hundreds of thousands of miles without refueling, the nuclear power plant gave ship designers more flexibility; the absence of large intakes and exhausts required by a fuel-burning engine permitted greater water-tight integrity and left more room for weapons and magazines.

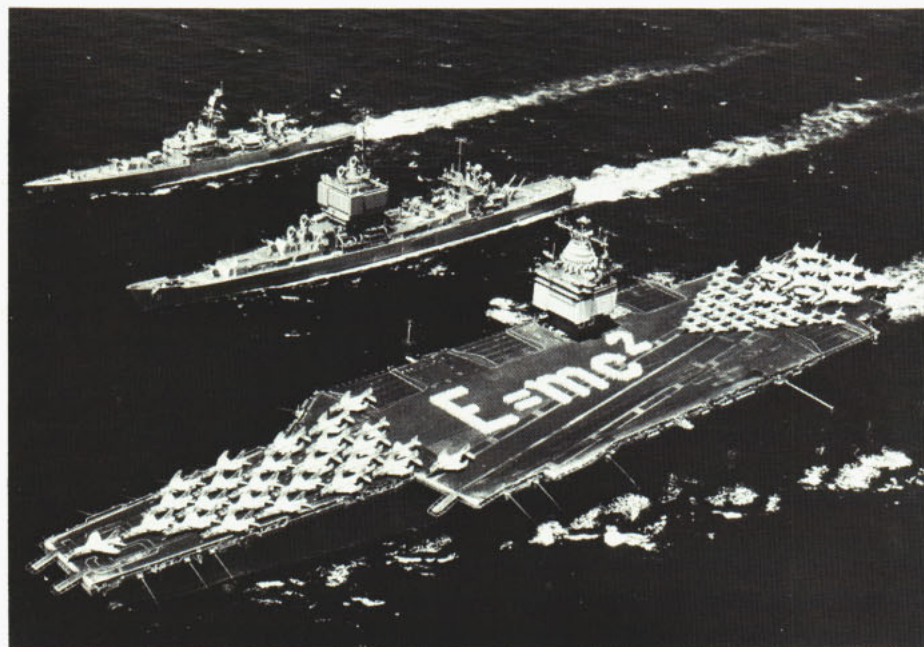
Originally outfitted with *Terrier* and *Talos* missiles, the 721-foot cruiser now bristles with *ASROC*, *Tomahawk* and *Harpoon* missiles, as well as the *Terrier*, plus two 5-inch, .38-caliber gun mounts and the *Phalanx* close-in weapons system.

Long Beach's first commanding officer was Capt. Eugene P. Wilkinson. No stranger to nuclear propulsion, Wilkinson had been a part of the Navy's nuclear power program from the start and was the first commanding officer of *Nautilus*.

Long Beach faced a heavy operational schedule after its commissioning—Wilkinson's ship and crew were under the gun to justify the creation of an entire nuclear-powered surface fleet.

"We had a large number of important people come and see the ship in port and ride the ship at sea," Wilkinson recalled, "senior officers in the Navy and important people in Congress on the armed services committees. It was important that the ship ran well, but also the fact that we did have important people come and see that the ship ran well contributed to the Navy's decision to build more high-performance, nuclear-powered ships."

But the price of those high-perform-



ance ships was steep. *Long Beach*'s final price tag was \$320 million. That meant it cost \$60 million more than the oil-burning aircraft carrier USS *Kitty Hawk* (CV 63), commissioned four months earlier. But unlike its oil-fired contemporaries, *Long Beach* was delivered complete with several years' worth of nuclear fuel; fuel oil is not a construction cost for oil-fired ships.

Long Beach critics recalled the nuclear-powered aircraft carrier *Enterprise*, commissioned Nov. 25, 1961; because of that \$451 million cost, construction of five similar ships was cancelled. It would be almost 14 years before the U.S. Navy would commission another CVN.

Burke's dream may have foundered briefly, but it did not sink. Two atomic-driven ships already under construction were completed: USS *Bainbridge* (CGN 25) joined the fleet as a guided missile frigate (later reclassified as a cruiser) in 1962; USS *Truxtun* (CGN 35) followed five years later.

Long Beach, *Enterprise* and *Bainbridge* steamed together in the Atlantic and Pacific oceans, performing nearly flawlessly and visiting many domestic and foreign ports. They demonstrated to the world that nuclear propulsion provided combat ships with enhanced operational capabilities not achievable with conventionally-powered vessels.

Nuclear-powered ships soon became a common sight in harbors from West Germany to Australia.

Between 1967 and 1974, the Navy tested and trained its nuclear-powered battle group in the Atlantic and Pacific oceans while a new nuclear carrier, USS *Nimitz* (CVN 68), went from the drawing board into construction. On Feb. 16, 1974, USS *California* (CGN 36) became the first nuclear-powered ship to join the fleet in seven years, and five more CGNs were in commission by 1980.

USS *Nimitz* (CVN 68) became the U.S. Navy's second nuclear-powered aircraft carrier on May 3, 1975. Sister ships USS *Dwight D. Eisenhower* (CVN 69) and USS *Carl Vinson* (CVN 70) followed in 1977 and 1982, respectively.

The most recent addition to the Navy's nuclear-powered surface fleet was commissioned Oct. 18, 1986. USS *Theodore Roosevelt* (CVN 71) brings the number of surface "nukes" to 16. Meanwhile, the U.S. submarine fleet has been converted entirely to nuclear power, except for four diesel boats used for training.

Thirty-two calendar years and over 3,100 reactor years of accident-free atomic power afloat and the sustained high-level performance of those ships attest to the success of the Navy's nuclear propulsion program. Although Carney's 1951 prediction has not been totally realized, nuclear-powered ships of U.S. Navy battle groups around the globe will remain an integral part of the surface fleet into the 21st Century. □

Story by JO2 David Masci
NIRA Det. 5, San Diego

Hitting the silk

Navy test parachutists

Story and photos by PH1 Barbara Scratchard

It was 10 in the morning and the temperature was well above 100 degrees Fahrenheit. The hot breeze blew across the flightline, as if someone had left open the door of a gigantic oven.

A pickup truck, commonly referred to as a "six-pack," pulled up. Half a dozen people dressed in dark green flight suits got out and began unloading the truck. The gear was then sorted and piled on the tarmac so that each pile represented one person's equipment. With deft precision, the parachutists strapped on their gear. Then, it was check and double check, with each person inspecting another and then another, ensuring that all equipment was packed correctly and was fully operational.

By this time, sweat was glistening on their foreheads and running down the sides of their faces. The whine of the nearby helo's jet engines signaled that it was ready for takeoff. After some more last-minute checks, they quickly entered the aircraft in sweet anticipation of the cooler air at a higher altitude.

Ensuring that the Navy's personnel parachutes and harnesses are safe and effective, and that the chutes meet their

A jumpmaster double-checks a student's altimeter (right); and a parachutist tests a new canopy type (opposite).





Hitting the silk

performance requirements is the primary responsibility of the Navy's test parachutists. Since 1979, these important specialists have worked out of the Aerosystems Department at the Naval Weapons Center, China Lake, Calif.

The group consists of about 14 aircrew survival equipmentmen, commonly known as "parachute riggers," and their support personnel. The duties of the Navy test parachutists are varied and complex, often demanding extra hours to complete assigned projects. A typical day for this group usually begins with test-jumping several personnel parachutes in the morning, and then spending the afternoon packing project chutes, designed for either vehicle or personnel

recovery, and repacking the parachutes they jumped with that morning.

Test parachutists perform a vital service for parachute design engineers. From their test jumps, the parachutists provide essential feedback to engineers on the performance of new and modified para-

chutes and harnesses. Instruments worn and operated by the test parachutists during their jumps measure performance parameters, such as stability, descent rate, opening shock and other deployment factors. Equipment comfort and accessibility of operating features also are evaluated.

Another responsibility of the test parachutists is to review and validate new rigging and packing instructions and procedures for parachutes, ensuring that they are clear, concise, and accurate before they are distributed to the fleet.

Once parachutes are properly rigged, test jumpers are flown off the desert floor to landings on different surfaces. Whatever the test, they wear their emblem with pride.



As might be expected, with such tremendous responsibilities, these people consider themselves "a cut above."

The test parachutists are trained at China Lake and maintain a rigorous schedule. Before earning the title "test parachutist," they are required to perform 18 different jumps. Water, high altitude, and reserve toss jumps, to name a few, must be performed with skill and proficiency. Each jump must be singularly mastered before progressing to the next required jump. A minimum 2.5-mile run three times a week is mandatory

throughout their tour of duty. Many of the test parachutists agree that good physical conditioning helps them cope with the long hours and the stresses often associated with jumping.

Parachute operations lasted for two hours on this particular day. At the drop zone (DZ) everyone and everything seemed to be in perpetual motion. As the jumpers landed, they shed their used parachute packs and donned new ones. The ground crew was busy picking up the used parachutes, while DZ control checked wind direction and speed. After it was

all over, everyone looked exhausted. However, this was just the beginning of their day, because the parachutes they used today had to be repacked for tomorrow's jumps.

Thus the seemingly endless cycle of packing, jumping, recovering and repacking continues to be acted out on the sun-scorched desert of China Lake, home of the Navy's test parachutists. □

Scratchard is assigned to Naval Weapons Center, China Lake, Calif.



Europe on ten bucks?

If you're flying space-available, just about anything is possible.

My journey started early on a Monday morning last September. Armed with my passport and a 14-day set of leave papers, I hopped into the beat-up 1971 VW bug in front of my Northern Virginia home and headed for Dover, Del. About half-way through the trip, a flickering red light on the VW's gas gauge and grumbling noises coming from my stomach reminded me that, to function properly, the car and I both needed fuel. After gassing up and grabbing a bite to eat, an amusing thought crossed my mind: A tankful of gas and a McBreakfast had cost me more than I expected to pay for a flight to Europe.

How could anyone harbor such outlandish expectations? It's easy when your travel plans include flying on a space-available basis with the Military Airlift Command.

Active duty military people on regular leave are among those who can take advantage of space-A seating aboard military aircraft flying throughout the United States and to such inviting overseas destinations as New Zealand, Australia, Japan and Europe. The air fare from point of origin to final destination: a mere \$10.

With two weeks to travel, and more than \$10 in pocket, my goal was to visit as many European countries as possible.

There were many skeptics among the

people who heard of my plans. Most had never flown space-A themselves, but eagerly shared second-hand horror stories about friends who were bumped from flights or who wasted days of hard-earned leave trying to get space-A seats.

"You could spend most of your time looking at the inside of a MAC terminal," one friend warned. His warnings did not fall on deaf ears.

My first experience with space-A flight came about five years ago. Rather than return with my ship to Norfolk, Va. after completing a deployment, I caught a MAC flight out of Rota, Spain and spent a few weeks' leave with a friend in England. Several months later I visited England again, via a MAC flight originating from the United States. Both trips went smoothly, but the potential for problems was always there.

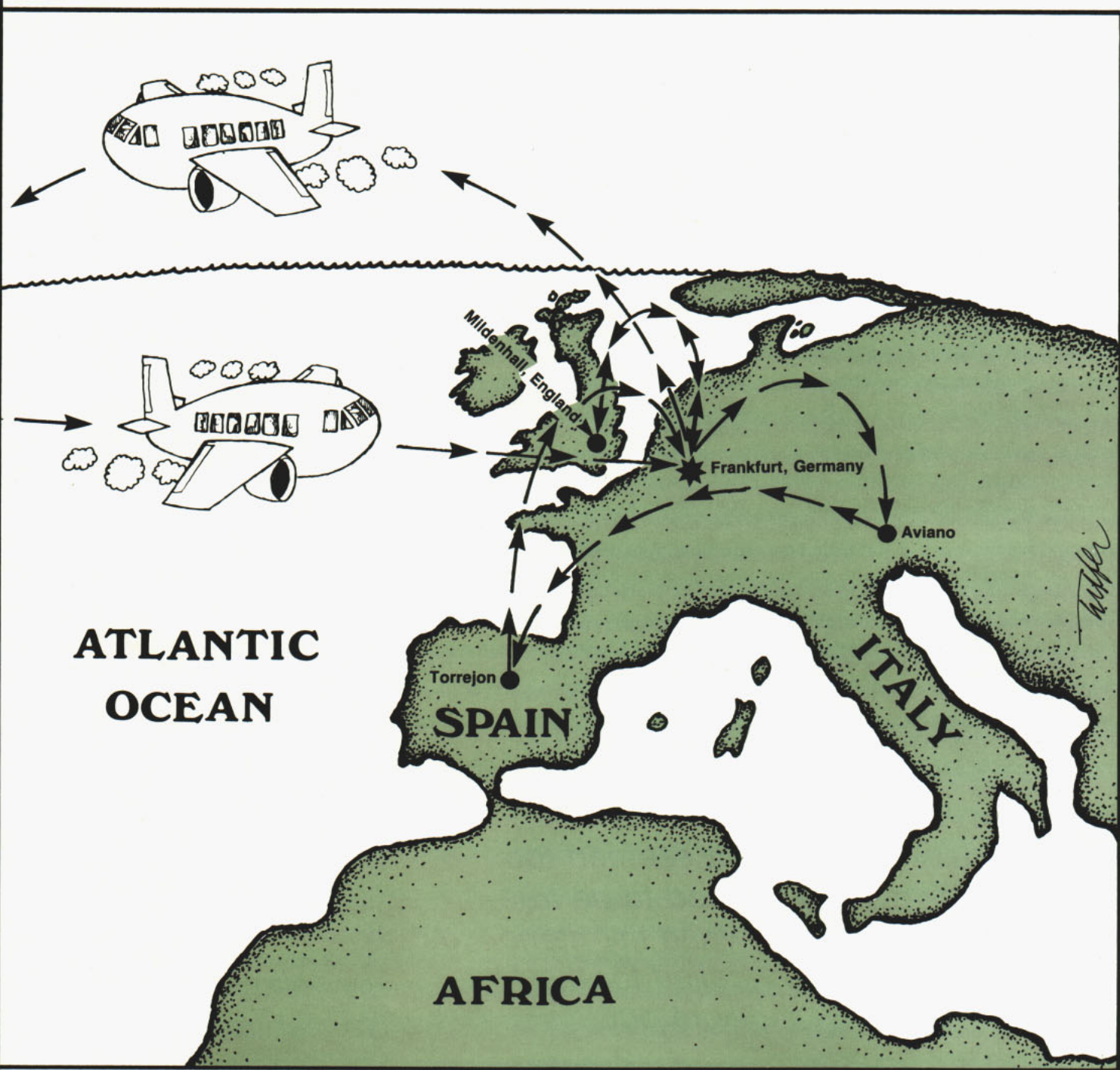
I remember being required to show up for every flight going to the destination I had selected—scheduled or unscheduled—to reconfirm my desire to travel. The names of passengers who failed to show up were removed from the list. As a result, space-A travelers were virtually tied to the MAC terminal from the time they decided they wanted to travel until they got on a flight.

It had been my previous good fortune to get space-A seats the same day



I showed up at a MAC terminal. But that was five years ago, and there was no guarantee that I would be so lucky again.

I arrived at Dover Air Force Base just before noon and immediately started wondering if my luck was about to run out. The long-term parking lots designated for space-A travelers were full. And when a base policeman directed me



to an overflow parking area that was nearly filled, I really started worrying. If the parking lots were full of cars, it seemed reasonable to assume that the terminal was full of space-A hopefuls.

My fears started to fade when I entered the terminal. It was nearly empty. The owners of all those vehicles, it seemed, had already been successful getting space-

A flights. And when I glanced up at one of the flight information monitors inside the terminal, I started feeling downright confident.

There were three flights scheduled to leave for Europe that day, all bound for Germany: A C-5 with 73 space-A seats to Frankfurt was scheduled to depart at 3:30 p.m.; another C-5 with 73 seats, this

one bound for Ramstein, was slated to leave at 4:30 p.m.; and a C-141 with an unspecified number of seats was due to leave for Ramstein at 7:40 p.m.

I went to the passenger service counter where I signed up for a flight to Germany, a country I had never visited. I also put my name on the list for flights to Italy, Spain and the United Kingdom. Just in

Europe on ten bucks

case something happened and I didn't make it on one of the planes to Germany, I wanted to be eligible for any flights that might be going elsewhere in Europe.

After checking my military identification card and making note of my desired destinations, the MAC passenger service agent stamped my leave papers with the date and time I signed up. Space-A seats, she explained, are assigned on a first-come, first-served basis according to date and time of sign-up. It was also through her that I found out about a recent change that made the space-A system more user-friendly.

MAC now has a 15-day revalidation program. After they register to travel space-A, travelers need only show up for flights that meet their needs. If they don't travel within those first 15 days, all they need do to maintain their status on the register is return to the terminal on the final day and sign the revalidation list.

Only after that second 15-day period are travelers' names removed from the register. Retirees and eligible family members can remain on the register an additional 15 days. One of the biggest hassles associated with space-A travel has been removed.

Feeling a sense of relief, I stashed my luggage in a locker and looked for a way to pass the 90 minutes or so before "show time." That's when the space-A seats for a pending flight are assigned, normally about two hours before departure.

As I strolled through the terminal area, I met Wade, an Air Force staff sergeant and seasoned space-A traveler. He was trying to get to Greece. When I told him how surprised I was to see so few people in the terminal, he smiled knowingly.

"Just wait until show time," he said. "People will start popping out of the woodwork."

Wade was right. As show time drew near, more and more people appeared. The terminal's rest rooms turned into dressing rooms as active duty passengers hurriedly met the MAC requirement that they be in uniform to fly space-A. By the time the flight was called, passengers were crowded elbow to elbow in front of

the passenger service counter.

One of the messages that periodically flashed on the flight information monitor informed us that the waiting time for a space-A flight for active duty people on ordinary leave was averaging one to three days, two to five days for retirees and reservists. I had been in the terminal little more than an hour.

It seemed too good to be true when my name was among those called for the first flight out. Wade made it, too. I paid my \$10 fare, plus \$1.80 for an in-flight meal, and made my way to the departure lounge with a broad smile on my face. But not long after we boarded the aircraft, it seemed as though the skeptics might have the last laugh.

We had already received emergency instructions from the flight attendants, and were all strapped in and ready to go, when the flight crew received word to send all passengers back to the terminal. The airport at Frankfurt was fogged in.

After a two-and-a-half hour delay, we were back on the plane. As we lifted off from the runway, I settled in for the flight and immediately started smiling again.

"It seemed too good to be true when my name was called for the first flight out."

A C-5 *Galaxy* is an enormous aircraft. It has a 222-foot wingspan, is more than 65 feet high, 247 feet long, and is capable of carrying a payload of three *Chinook* helicopters. The trans-Atlantic flight in one of these nearly-windowless monsters gave me a pretty good idea of how Jonah must have felt in the belly of that whale.

Wade said C-5s are the aircraft of choice among space-A travelers. I could see why.

The passenger compartment was equipped with regular airline seats that offered even a six-footer like myself plenty of leg room. There was also a galley from which we were served hot in-flight meals. We even had blankets and pillows. The only measurable difference from a commercial flight seemed to be the engine noise, which made using the ear plugs issued when we boarded a genuine necessity.

After eight hours in the air, our flight touched down at Rhein Main Air Force Base, near Frankfurt. It was 11 a.m. local time and we were greeted by sunny skies and temperatures in the mid- to upper-50s. As we walked into the terminal, Wade said, "The first thing you do is sign up. Don't even go to the bathroom before you sign up for a flight out of here." When seats are assigned first-come, first-served, the sooner you can get your name on the list the better.

The terminal was a madhouse. We had the misfortune of arriving at the same time as a 747 with a full load of fresh troops. After a considerable wait in line, I managed to sign up for flights to Italy, Spain, the United Kingdom and, most importantly, back to the States. Somewhere along the line I lost track of Wade. I could only assume that he found a flight leaving for Greece.

An Army sergeant I met in the terminal told me some of the sights worth seeing in Frankfurt, but first I had to find a place to stay.

I checked with the passenger service counter, where I was given an information handout called a "MAC-GRAM"—a convenient reference sheet that included a base map and telephone numbers for taxis, base billeting and local hotels catering to space-A travelers.

Looking to save a few dollars, I tried to get a room at the base hotel or transient barracks. No such luck. They were booked solid, and no vacancies were expected. I then turned to my list of hotels and selected one in nearby Zeppenheim, a small town famous for—you guessed it—zeppelins.

I checked in around 3:30 p.m. and forked over 40 deutsch marks (about

\$20) for a single room without bath. The room was small, but clean and comfortable. Although the flight to Germany had just about drained me, I refused to spend my first night in Germany asleep in a hotel room. After freshening up and grabbing something to eat, I walked to the railway station two blocks away and caught a train into Frankfurt.

It was dark by the time I arrived downtown, so I didn't get to see much. But there was something very satisfying about strolling around aimlessly in one of the world's great cities—especially considering that I hadn't spent \$50 yet.

My first full day in Germany started around 6 a.m. Although eager to do some sightseeing, I decided to take care of first things first. That meant making flight arrangements for my other destinations.

My strategy was to use Rhein Main as my departure point for the flight back to the States. Thanks to the 15-day revalidation program, my name would move nearer and nearer to the top of the space-A register at Rhein Main throughout my leave. As long as I didn't use Rhein Main for any other flights, I should be among the first people eligible for a space-A seat by the time I got ready to return home. But how would I get to England, Spain and all the other places I wanted to go?

The "MAC-GRAM" I obtained at the terminal had the schedule for a free shuttle bus that travels between Rhein Main and Ramstein Air Force Base twice a day. I decided to catch that bus and sign up at Ramstein for flights to other European destinations.

Getting to Ramstein and back took longer than expected, and I didn't get back to Rhein Main until 8:30 p.m. Although most of the day was shot, I felt it was time well spent.

According to the schedule of flights out of Ramstein, my first realistic opportunity for a flight to England wouldn't come until Saturday. It was only Tuesday, so I could spend the next few days sightseeing and feel fairly certain about getting a flight to my second European country that weekend. Now I could relax

Rules of the game

Space available travel is a by-product of the Department of Defense's primary mission—movement of space required cargo and passengers—and a valued privilege of uniformed service members (active and retired), their dependents, and eligible DoD employees.

Eligibility: A complete listing of eligible passengers and registration requirements is contained in DoD regulation 4515.13. The following information applies to:

—Members of the uniformed services in an ordinary leave or reenlistment leave status and uniformed services patients on convalescent leave.

—Bona fide dependents of a member of the uniformed services including full-time students up to age 23, when accompanied by their sponsor, who is in an ordinary leave status, within overseas areas, between overseas stations and air terminals in the continental United States.

This privilege does not apply to travel of dependents to or from a sponsor's restricted or unaccompanied tour location or to travel in a leave status or to or from temporary duty assignments.

Registration: Registration is limited to a maximum of five countries, and you must register in person at the passenger service center in the Military Airlift Command passenger terminal.

As an active duty member, you must have a military ID card and valid leave orders in your possession at the time of initial registration. You must be on leave at the time of sign-up and remain in a leave status throughout the waiting

and travel periods.

You may register for any dependents traveling with you by presenting ID cards, passports and any other documents required by the U.S. Air Force Foreign Clearance Guide for travel to your destination. These may include visas and immunization records.

Selection process: When you register, you are assigned a transportation priority (priority D for travelers in an ordinary leave status) and compete for seats within your category based on date and time of registration. Space-required passengers and cargo may require removal of space-A passengers at any point. If removed en route, you may re-register with adjustments made to reflect the date and time of registration at the point of origin.

Baggage: You are authorized two pieces of checked baggage, not to exceed 62 linear inches in size, for a total of 66 pounds. Family members may pool baggage as long as the total weight does not exceed an average of 66 pounds per person. Hand-carried baggage must fit under the seat or in an approved storage compartment.

Charges: There is a \$10 processing charge per passenger traveling space-A. This charge is a one-time fee for a one-way trip from point of origin to your specified destination. You may reach your destination by connecting flights at no additional charge. However, an additional \$10 charge is assessed if you change your destination while en route. Passengers arriving in the United States from overseas are subject to a \$5 customs fee.

Europe on ten bucks

and act like a typical American tourist.

Three days weren't enough to see all of Frankfurt, but they were enough to take in many of its famous sights. Following my own preference for walking tours, I took the subway to the center of the city where, after purchasing a map, I set out on foot.

My travels took me from the Alte Oper, an impressive 19th century opera house that has been renovated for use as a concert hall and conference center, to the Frankfurt Zoo and its unusual "night creatures" exhibit.

I also had a chance to stroll through the pedestrian precinct in Sachsenhausen, which is across the River Main and away from the hustle and bustle of downtown Frankfurt. The assortment of lively taverns there offered cheerful atmospheres and a variety of traditional German dishes that included bratwurst, pork ribs, sauerkraut, and, of course, beer.

While immersed in the colorful sights, delightful sounds and sumptuous cuisine of Germany, I mentally kicked myself for not having taken better advantage of space-A travel during my seven years in the Navy. How could I have let an opportunity like this pass me by?

I met two Air Force guys who had also arrived in Germany via space-A flights. Todd and George, who were stationed in Torrejon, Spain, were both big proponents of space-A travel.

They recommended buying a book from the exchange that has the tentative worldwide MAC flight schedule for a year. And, although for different reasons, they both suggested that the next time I traveled space-A, it should be with a friend.

George pointed out that traveling space-A with a companion gives you someone to share your experiences with. Todd viewed traveling with someone as an economic necessity.

"It's cheaper, that's the main thing," he explained. "You can share rooms, taxis, just about everything. It just makes good sense."

During my travels through Frankfurt, I also stumbled across a large military

complex, complete with exchange, commissary, USO and, believe it or not, a Navy recruiting office. After spending some time talking shop with the recruiters, I stopped by the USO next door. It didn't take long for me to realize that the USO should have been my first stop after arriving in Europe.

The people there had all sorts of information on tours, transportation, sights to see and things to do in the area. If I hadn't been planning to leave for England Saturday, they could have gotten me tickets to the final weekend of Oktoberfest in Munich.

They also had some interesting handouts on the Armed Forces Recreation Centers in Bavaria. The centers are used by military people and their families, and prices for ski weekends and other recrea-

"I was no longer questioning whether the system worked, but rather, how far it would take me."

tional activities seemed excellent. Taking advantage of a place like that in conjunction with a space-A flight would have been, perhaps, one of the world's best bargains.

By the time Saturday rolled around, I was no longer questioning whether the space-A system worked, but rather, how far it would take me in two weeks. That morning, I set out on the bus to Ramstein to find out.

Before boarding the bus, I stopped inside the terminal at Rhein Main and checked my position on the register for flights back to the States. I was number 543—which seemed high to me—but the people at the MAC information counter said not to worry. Although they stopped short of guaranteeing me a seat on a flight before my leave expired, they seemed

confident I would get one. Still, having such a high number made me a bit uneasy.

While in the terminal, I met a young petty officer. That's when it dawned on me how few Navy people I had seen in MAC terminals so far. I could count the number on my fingers. It seemed the Air Force and Army people were the only ones taking full advantage of space-A travel.

Fire Control Technician 2nd class Timothy Gibby said he was stationed aboard USS *John Adams* (SSBN 620). After three and a half years in the Navy, he had finally taken a space-A flight.

Gibby's journey had started a few days earlier when, on a lark, he walked into the MAC terminal in his home port of Charleston, S.C. and asked what the chances were of getting a flight. When the woman behind the counter told him he could fly to Germany, he rushed back to his command to get leave papers. "I talked to her around 2 o'clock that afternoon, my leave started at 4 and the flight left at 8:30 that night," he said. "A buddy of mine had gone to Australia space-A. He told me how easy it was, but I didn't believe him. Now that I know about this, I'll be using it all the time."

During his visit, he had toured Munich, Mainz and several other German cities. He, too, seemed surprised that more Navy people didn't use the space-A system.

"If you want to go somewhere and you're in the service, fly MAC," he advised. Then he paused a long second—perhaps calculating the impact more Navy travelers would have on his future space-A opportunities—and said, "Maybe we should keep it a secret."

The bus arrived at the Ramstein MAC terminal around 1 p.m. Saturday afternoon. With my fingers crossed, I headed straight for the space-A register. I was number 49 on the list for flights to the United Kingdom, number 240 to the States and number 67 to Spain. My chances looked good.

The United Kingdom flight was bound for Mildenhall Air Force Base, England. Show time was 4:30 and I was the second

person accepted for the flight. My luck seemed to be holding.

The C-130 lifted off at 7:05 p.m. for the 90-minute flight to Mildenhall. Unlike the C-5 that brought me to Europe, this cargo plane provided passengers with few amenities. The aircraft's nylon webbing seats were uncomfortable. And when you crowded them with 58 passengers sitting shoulder to shoulder, you had the makings of a real rough flight. Even so, after paying only \$10 in air fare, I found it impossible to complain.

Some of the more regular users of the MAC system didn't seem as gracious. Perhaps they had lost sight of what a great deal they were getting. As a novice, I was still thrilled. I'm sure if I could put a price tag on slight discomforts and minor inconveniences, my savings more than offset what I had suffered flying space-A.

The C-130 landed in England around 8:30 p.m. After getting my name on the list for flights to Germany, Italy, Spain and the States, I picked up a MAC-GRAM at the information counter and started looking for a place to stay. Once again, there were no rooms available in the base hotel. This time, however, I got lucky.

The desk clerk at the billeting office told me that there was a small contingent of Navy people stationed on base with their own barracks. After a couple of telephone calls, I found myself with a private room for the night courtesy of Naval Air Facility Mildenhall—one of those small, out-of-the-way commands few people know about.

Sunday morning I washed clothes, then located the base recreation center and picked up tour information and schedules for the bus and train. It was about then that I realized one of the obvious, but easily overlooked, side-benefits of space-A travel: No matter where you land in the world, you're likely to have access to many of the money-saving benefits of military service.

Depending on the military installation, these may include commissary and exchange privileges, laundry and dry-clean-

Your questions answered

Q. Where/When can my dependents travel with me?

A. *Except for environmental leave and emergency travel, dependents must be accompanied by the member to fly space available. Your dependents may not travel within the continental United States.*

Q. Can I call the bases for flight information?

A. *We encourage you to call the passenger terminal you plan on traveling through, 30-60 days before travel. They may then give you the most current schedule, space A backlog, restrictions, etc.*

Q. Do I have to be in uniform to travel?

A. *You, as a military member, traveling on DoD owned or controlled aircraft (including commercial flights contracted by the DoD), must be in appropriate service uniform as prescribed by your service's uniform regulations. For exceptions to this policy, refer to*

your service's appropriate uniform regulations.

Q. Do I have to be at roll call for every flight?

A. *The DoD has adopted the 15-day revalidation program. This means that after registering for space available travel, you need to show only for flights that meet your needs. On the fifteenth day after registering simply go back to the terminal and sign the revalidation list. After an additional 15 days, we will remove your name from the register. Retirees may revalidate one more time for an additional 15 days. We will not remove your name from the space available register for failing to show for any flight.*

Q. What is the best time of the year to attempt space available travel?

A. *Anytime other than peak travel months (Jan.-Feb. and June-July) and holiday periods.*

Words to the wise

- For more timely movement, travel at times when everyone else isn't traveling. The summer months and Christmas time are peak travel periods while February-March and October-November may be low periods.

- Be flexible. If you want to get to Ramstein Air Base, Germany, consider a flight into Rhein Main or even Mildenhall England, as an alternative. At Mildenhall, try for another flight bound for Germany.

- When traveling Space A with young children, prepare for delays along the way where baby supplies may not be readily available. A good supply of games and books is also recommended. Be aware that a baby's ears are sensitive to altitudinal pressure changes.

- Some aircraft may leave a military port with empty passenger seats. This can be for several reasons. For instance, passengers may not be carried with certain hazardous cargo.

Europe on ten bucks

ing facilities, emergency medical care, access to recreational equipment and tours at reasonable rates, and much more. All the conveniences of home, while seeing the world.

England was great! I devoted Sunday, Monday and Tuesday to sightseeing and picture-taking in the countryside, small towns and, of course, the cities. My travels included a walking tour of London that took in such traditional sights as Buckingham Palace, The Tower of London and Big Ben. I also visited Cambridge, a university town that truly reflects the depth of England's heritage.

As I strolled past Cambridge's worn stone buildings that lined narrow streets dating back to who-knows-when, the thought of how much time I had wasted during my years in the Navy again crept into my mind.

Sure, I had visited several foreign countries while stationed aboard ship, but the price had been high—extended periods at sea for relatively brief periods ashore. In little over a week, I had already visited two of the world's great nations, and I had done it at my own pace and with no strings attached.

I decided right then to use at least half of my 30 days leave each year jet-setting around Europe. In the next few days, however, I started having second thoughts.

The only disappointing aspect of my trip started shortly after I showed up at the Mildenhall MAC terminal early Wednesday morning. Show time for the flight to Spain was 5:40 a.m., and I easily got one of the 24 seats available. But things quickly went downhill from there.

A thick blanket of fog covered the runway most of the morning, and the C-141 didn't get off the ground until 10:30 a.m. To get to Spain, passengers had to endure a grueling flight—seated on those notorious web seats—that stopped first at Ramstein then Aviano, Italy, and finally Torrejon, Spain around 8 p.m. I vowed never to take another space-A flight to a destination that required such a roundabout route.

If I had learned a lesson about flight

selection, I learned a bigger one about using space-A living accommodations on base.

After failures at Rhein Main and Mildenhall, I was finally able to get a room in the base hotel at Torrejon. The rooms, which had semi-private baths, color televisions and refrigerators, were an excellent value at \$6.30. But getting that value turned out to be more trouble than it was worth.

Rooms could be booked only one night at a time. If you wanted a room for

"I decided right then to use at least half my 30 days leave each year jet setting around Europe."

another night, you had to be present at the billeting office at 1 p.m. and 9 p.m. each day. And, even then, there was no guarantee.

A schedule like that made it almost impossible to leave the base for any significant amount of time, especially when Madrid was 25 miles away. I did manage to get into Madrid for a few hours of sightseeing and shopping. But being overly frugal really cost me during my Torrejon stop. I would have been better off spending a few extra dollars for a hotel off base. Then I would have been free to act like a normal tourist. As it was, I spent most of my time on base at the recreation center and the NCO club. As far as I was concerned, Saturday—which represented my first opportunity for a flight back to Germany—couldn't come soon enough.

Show time was at 9:40 a.m. Saturday for a C-130 going to Ramstein via Zaragoza, Spain. As I waited in the terminal area, my thoughts turned to getting home.

Right there on the schedule of flights leaving Torrejon was a C-5 to Dover,

Del., but it didn't leave until Sunday. That flight certainly looked inviting, but I stuck with my decision to take the Saturday flight to Germany. As far as I was concerned, it was a matter of simple mathematics.

My name had been on the space-A register at Torrejon for only three days. It had been on the register at Rhein Main for 12 days, which made catching a flight from there almost a sure thing. Since I was due back to work on Tuesday, I couldn't afford to gamble.

The flight to Ramstein was followed by a two-hour bus ride that got me to the Rhein Main MAC terminal late Saturday night. According to the schedule, my first chance for a flight out wasn't until Sunday afternoon. I thought about getting a hotel, but, for no reason in particular, resigned myself to sleeping in the terminal instead. I was not alone. At least a dozen or more people had also selected that option.

Sleeping in the terminal wasn't that bad, either. It had comfortable chairs, a large color television, a snack bar and rest rooms. And I got a pleasant surprise in the morning: the announcement of an unscheduled C-5 to Dover with an 8:45 a.m. show time.

That show time was subsequently delayed until 10:30, but I still hoped to get out of Germany sooner than expected. Then, just as suddenly as it had appeared, the unscheduled Dover flight was cancelled. Adding insult to injury, the 2:45 p.m. flight I originally had my eye on was delayed until 6:55 p.m. I started to worry.

Getting seats on space-A flights had gone so smoothly up until then that I had been confident enough to pass up two flights to Charleston, S.C., Sunday morning. Dumb move. When your leave is about to expire, you should always catch the first flight going anywhere near your destination.

As I passed the time worrying and watching television, I met a Navy family from the Chicago area. Builder 1st class Dick Lester and his wife, Wendy, were on their way to visit relatives in England

with their 11-year-old daughter and six-month-old son.

Since family members aren't allowed to travel space-A within the continental United States, the Lesters had taken the train from Chicago to Dover, where they got seats on the first flight leaving for Germany.

"We haven't even hit the \$500 mark (in the cost of the trip) yet," said Lester, who maintained a simple philosophy about the minor inconveniences associated with space-A travel. "It's all a matter of attitude. You just have to be willing to adjust."

When it was suggested that a lot of Navy people didn't think it possible to successfully fly space-A, he said, "That's what everyone told me. They thought I was crazy to try taking my family to Europe space-A, but here I am."

The last time I saw the Lesters was about 4 o'clock Sunday afternoon. They had arrived in Germany only a few hours earlier and already they were boarding a flight for Mildenhall, England.

Apparently, my being signed up on the space-A register for so long paid off. When I checked the register, just before the Dover flight's 6:55 show time, I was listed as number 243 for flights to the States. The odds against all the people on the list ahead of me showing up for this particular flight worked in my favor. I was the fifth person to get a seat. Boarding that C-5 was like returning to the lap of luxury.

We got off the ground at 10 p.m. and arrived at Dover around 1 a.m., local time.

As I drove along the highway toward home, several thoughts occurred to me about space-A travel. First, and most important, the system works—don't believe anyone who tells you otherwise. Second, the MAC people have made space-A travel more user-friendly—the more you know about how the system works, the less chance you have of being inconvenienced. Finally, those of us who aren't traveling space-A may be passing up one of the most rewarding benefits of military service.

GATEWAY "SPACE A" BASES AND THEIR REGULAR DESTINATIONS		
East Coast—USA		
Location	Telephone	To
Andrews AFB, MD	(301) 981-3528	Worldwide
*Dover AFB, DE	(302) 678-6892	Europe
*Charleston AFB, SC	(803) 554-2347	England, Germany, Bermuda, Caribbean, Central America
*McGuire AFB, NJ	(609) 724-2864	England, Germany, Canada, Azores
Philadelphia IA	(215) 897-5644/5/2	Charters to: Germany, Italy, Spain
*Norfolk NB, VA	(804) 444-4148	Greece, Germany, Spain (Rota), Italy
*Patrick AFB, FL	(305) 494-5631	Antigua, Grand Bahama Island, Caribbean
Pease AFB, NH	(603) 430-2103	England (Mildenhall)
Central USA		
Location	Telephone	To
St. Louis IA, MO	(314) 263-6269	Charters to: Korea, Japan, Okinawa, Germany (Frankfurt)
West Coast—USA		
Location	Telephone	To
*Travis AFB, CA	(707) 438-3071	Philippine Islands, Japan, Okinawa, Korea, Guam
*Norton AFB, CA	(714) 382-5353	Honolulu, Australia, New Zealand
*Los Angeles IA (LAX)	(213) 643-0714	Charters to: Japan, Okinawa, Philippines, Honolulu, Guam
*Hickam AFB, HI	(808) 449-2807	Australia, New Zealand, Wake, Guam, Midway, Japan, Korea
Elmendorf AFB, AK	(907) 552-5330	Japan, Korea, Philippine Islands
*Oakland IA, CA	(415) 635-8482	Charters to: Okinawa, Japan, Korea, Philippines
March AFB, CA	(714) 655-2913	Hawaii, Samoa, Guam
El Toro MCAS, CA	(714) 559-3920	Okinawa, Japan
North Island NAS, CA	(619) 437-6935	Hawaii
McChord AFB, CA	(206) 984-2657/3496	Far East
<i>*Primary Base</i>		

According to one travel agency specializing in discount fares, my trip would have cost well over \$1,000 in air fare alone, if I had flown commercially.

About halfway between Dover and my Northern Virginia home, I steered my VW bug off the highway for gas and to grab something to eat. As I reached into

my pocket to pay the bill, an amusing thought crossed my mind . . .

—Story by JO1(SW) E. Foster-Simeon

Sidebar information courtesy of International Passenger Operations Division, Military Airlift Command Headquarters, Scott Air Force Base, Ill. 62225.

Mail Buoy

Personnel locator

Several articles have been published recently in various media which created misunderstandings regarding the purpose, scope and limits of correspondence services provided by Naval Reserve Personnel Center (NRPC). NRPC, as the custodian of service records for all living retired, Fleet Reserve, IRR and Standby Reserve personnel, is tasked to administer official correspondence related to the *needs* of the member. Privacy Act limitations strictly prevent providing any personal information such as addresses to anyone for other than official purposes. Any personnel who violate these Privacy Act provisions are in violation of federal law and may be individually prosecuted.

The extensive workload involved in searching data bases for groups of personnel for reunions, anniversary gatherings, etc., does not allow NRPC to meet these requests; this would invariably delay or prevent some other *required* personnel actions for the members whom NRPC is tasked (and manned) to support. *Shift Colors*, the periodic newsletter for all naval retirees, *Navy Times*, *Naval Reservist News*, *All Hands*, and many other publications provide an alternative, widespread and effective means of communicating with naval personnel all over the world for these purposes. As provided by MilPersMan Article 6210140, the Naval Military Personnel Command (NMPC-036CC) is tasked to provide a worldwide locator service which will provide the military addresses of all members of the naval service for a \$2 fee. Naval Reserve Personnel Center is considered the duty station for all members of the non-participating Individual Ready Reserve (IRR), Standby Reserve (S-1 and S-2), Fleet Reserve, Retired (Regular and Reserve) and the Temporary Disability Retired (TDRL).

On a case-by-case basis—workload permitting—NRPC may forward letters to a member under its cognizance for personnel who show a *need* to communicate with the member. Requests for such assistance should be made as follows:

- Place letter to be forwarded in a stamped, sealed envelope with *only* the member's name on the outside; do not include your return address on envelope.
- Place letter to be forwarded inside another stamped envelope with your return address; include a note with as much information as possible on the member, such as a Social Security Number, date of birth, prior service, etc.

- Seal the letter and forward to Naval Reserve Personnel Center (Code 41), 4400 Dauphine St., New Orleans, La. 70149-7800.

Workload permitting, Code 41 will research and address and forward the envelope. Regretfully, undelivered letters cannot be returned.

—E.A. Loughridge,
commanding officer, NRPC

Fit to be tied

I noticed on the inside back cover of your October 1986 issue, when describing the photo, you have the caption stating "... when the two ships *tied up* in Pearl Harbor..." Please get it straight. Traffic "*ties up*," ships *moor*.

—CWO4 F.R. Dixon
FPO San Francisco

- *The Naval Terms Dictionary (Noel and Beach, Fourth Edition)* does indeed define the term moor as "*To secure a ship alongside a pier. To secure to a mooring buoy. To anchor with two anchors and a mooring swivel.*" Also, *since the two ships in the photo are side by side, we checked on the term, nest and discovered that it is defined as "Two or more ships moored together."* Some of the "*salts*" in the office thought ships might "*tie off*" when securing to a buoy or another ship, i.e., *something not as permanent as a pier, but this couldn't be confirmed in the Naval Terms Dictionary. You win; "moored" it is.*—Ed.

Reunions

- **Michigan Tin Can Sailors**—Reunion April 11, 1987, Jackson, Mich. Contact Richard G. Rowley, 121 Bradley Drive, Route 12, Jackson, Mich. 49203; telephone (517) 782-6037.

- **USS Alabama (BB60/SSBN 731)**—Reunion April 29-May 3, 1987, Mobile, Ala. Contact John R. Brown, P.O. Box 501, Keller, Texas 76248; telephone (817) 431-2424.

- **42nd Memorial of the Battle of Okinawa, USS Laffey (DD 724) and USS Dennis J. Buckley (DD 808/DDR 808)**—Reunion April 15-18, 1987, Mt. Pleasant, S.C. Contact C. Black, P.O. Box 1301, Little Rock, Ariz. 72203; telephone (501) 663-6096.

- **USS Arkansas (BB 33)**—Reunion May 7-10, 1987, Virginia Beach, Va. Contact Roy Alton, 7809 Denton Drive, Clinton, Md.

20735; telephone (301) 868-8029.

- **USS LST 398**—Reunion May 14-17, 1987, El Paso, Texas. Contact William "Wild Bill" Sutton, 10337 Wilshire Drive, El Paso, Texas 79924; telephone (915) 821-3720.

- **USS St. Louis (CL 49)**—Reunion May 16-20, 1987. Contact Thomas A. Moore, 4600 Paul Revere Road, Virginia Beach, Va. 23455; telephone (804) 464-6354.

- **Survivors/crewmembers USS Longshaw (DD 559)**—Reunion May 18, 1987, Orlando, Fla. Contact J. Knickerbocker, (305) 725-2039.

- **PBM Martin Mariners, Mars, Marlin and Seamaster**—Reunion May 20-24, 1987, San Francisco. Contact Spud Lambling, 62 Country Club Gate, Pacific Grove, Calif. 93950; telephone (408) 372-5812.

- **USS California (BB 44)**—Reunion June 8-11, 1987, Sparks, Nevada. Contact Harold Bean, 616 W. Lafayette, Staunton, Ill. 62088; telephone (618) 635-5638.

- **USS Hickox (DD 673)**—Reunion June 12-14, 1987, Arlington, Va. Contact Bob Crockett, 2 Ripley Lane, Weston, Mass. 02193; telephone (617) 899-2624.

- **USS PC 1137**—Reunion June 13-14, 1987. Contact Dick Hof, 907 Exxmoor Ave., Louisville, Ky. 40223.

- **USS Knapp (DD 653)**—Reunion June 24-28, 1987, Martinsburg, W. Va. Contact Francis Wickenheiser, 1109 Pleasure Road, Lancaster, Pa. 17601.

- **USS Wake Island (CVE 65) and USS Pybus (ACV 34)**—Reunion June 26-27, 1987, Oregon. Contact Richard J. Turner, 2384 SW Madison St., Portland, Ore. 97205; telephone (503) 223-4733.

- **USS Hanson (DD 832)**—Reunion planned. Contact Darell R. Willis, 1279 Owens Road West, Marion, Ohio 43302.

- **USS Conway (DD 507)**—Reunion planned. Contact Carl Shand, Road 3-Ware Road, Fulton, N.Y. 13069; telephone (315) 592-7891.

- **USS Hunterdon County (LST 838)**—Reunion planned for Vietnam crewmembers. Contact Jon B. Soder, Number Nine, 4th St., Proctor, Minn. 55810.

- **USCGC Modoc (WMEC 194), World War II**—Reunion planned. Contact Maurice Steinberg, P.O. Box 178, Carle Place, N.Y. 11514.

- **HAL-3, Vietnam**—Reunion planned. Contact Howard Jacobs, 520 Powers Ave., Girard, Ohio 44420.

- **Patrol Craft (PC) World War II and Korean War**—Reunion planned. Contact Wesley Johnson, 6484 North Park Ave., Indianapolis, Ind. 46220.

13

Navy Rights & Benefits



Paths to a Commission

Paths to a Commission

The Navy offers many paths to a commission. There are commissioning programs for students in college and other programs for college graduates. Specialists in certain professional and scientific categories may qualify for a direct commission. Certain enlisted men and women who are outstanding performers also may qualify for a commissioning program.

By providing many paths to a commission, then, the Navy can more effectively meet its personnel needs while taking into account a variety of individual circumstances and interests. The right road for each individual is determined by weighing and balancing two basic factors—what the Navy needs to man the fleet and what the person is qualified to do.

This article briefly describes the Navy's basic commissioning programs. Specific qualifications for entry into any of the programs may change from time to time because of the needs of the service or new legislation.

★ ★ ★

U.S. Naval Academy

All applicants must have a nomination from an official source in order to be considered by the U.S. Naval Academy for appointment as midshipmen. There are many sources of nominations. Each year, the secretary of the Navy may nominate 85 enlisted men and women from the Navy and/or Marine Corps (Regular and Reserve, active and inactive) to the Naval Academy at Annapolis, Md. Applicants should apply to all sources for which they are eligible. This also includes a U.S. representative, two U.S. senators, and the vice president. Those who qualify receive fully subsidized undergraduate educations which lead to commissions in the Navy or Marine Corps.

Students at the Naval Academy are appointed as midshipmen, U.S. Navy, and receive a basic monthly pay, plus tuition, room and board. The salary provides funds for uniforms, books, equip-

ment, laundry and income tax, as well as for personal needs while at the Naval Academy. Upon graduation they are awarded bachelor of science degrees in one of 18 majors and ensign or second lieutenant gold bars.

The general requirements for an appointment to the Naval Academy are:

- Be a U.S. citizen.
- Be at least 17 years of age and must not have passed the 22nd birthday on July 1 of the year entering the Naval Academy.
- Be unmarried, not pregnant, and have no children.
- Enlisted members of the naval service must have an Active Duty Base Date (ADBDB) one year prior to July 1 of the year entering the Naval Academy.
- Possess a good scholastic record.
- Have a General Classification Test (GCT) plus arithmetic of at least 120.
- Be of good moral character.
- Be in excellent physical condition, as determined by a medical examination administered by the Department of Defense Medical Examination Review Board (DODMERB).

Specific requirements differ somewhat, according to individual status at time of application.

Naval Academy Preparatory School

The Naval Academy Preparatory School (NAPS) is located in Newport, R.I., as a part of the Naval Education and Training Center. With up to 300 male and female students, the school offers a balanced academic, military and physical program patterned after the Naval Academy.

Academically, the school teaches at three levels of difficulty in mathematics, chemistry, physics and English, and teaches an introductory computing course in BASIC. The physical program encompasses testing, a physical education program, intramurals and a varsity sports program.

Although it's not a requirement in order to gain a secretary of the Navy appointment to the academy, attendance

at NAPS greatly enhances this opportunity for both regular and reserve members. OPNAVINST 1531.4 (Series) has the latest information covering admission to the Naval Academy and NAPS. See your career counselor for details about these programs.

BOOST Program

The Navy is engaged in a vigorous effort to ensure that opportunities for a career as a naval officer are open to persons who may have been educationally deprived, but who have demonstrated that they possess the fundamental qualities and desire necessary to gain a commission. To help these individuals achieve their potential, the Navy developed the Broadened Opportunity for Officer Selection and Training (BOOST) program. BOOST prepares selected individuals for possible entrance into officer training programs (NROTC—Naval Reserve Officer Training Corps—and U.S. Naval Academy).

A military staff provides physical fitness training, general military training, and counseling for students. A civilian staff teaches the academic curriculum.

General eligibility requirements are:

- Be an enlisted member on active duty in the Navy or Naval Reserve or a civilian agreeing to enlist for four years with BOOST school guarantee.
- Be highly motivated to become a commissioned officer and have the potential for professional growth if afforded the educational opportunity.
- Have 36 months of active obligated service as of June 1 of the year BOOST training commences or agree to extend enlistment or active duty agreement to accumulate 36 months. Upon completion of BOOST, members must agree to accept four years of obligated commissioned service.
- To qualify for entrance to the Naval Academy upon completion of BOOST training, the member must be unmarried and have no children.

Paths to a Commission

- Be at least 17 years old and not have passed the 21st birthday on June 30 of the year entering BOOST for NROTC, or not have passed the 21st birthday on July 1 of the year entering BOOST for USNA.

- Be able to meet the physical requirements prescribed for unrestricted line officer programs.

- Have no record of conviction by court martial, or by civil court (other than for minor traffic violations).

- Meet high standards of personal

conduct, character, patriotism, sense of duty, and financial responsibility.

- Be a high school graduate. Applicants who are not may apply and obtain a high school certificate during participation, based on military educational experience and General Education and Development (GED) test results.

- Have taken SAT or ACT within 12 months preceding application deadline.

- Be recommended by the commanding officer.

The BOOST program is conducted at

the Naval Training Center, San Diego, Calif. Detailed information on this program is available in the annual BOOST OPNAV NOTICE 1500.

Enlisted Commissioning Program (ECP)

The Enlisted Commissioning Program (ECP) provides enlisted personnel, who have previous college credit, a full-time opportunity to complete requirements for a baccalaureate degree and earn a commission.

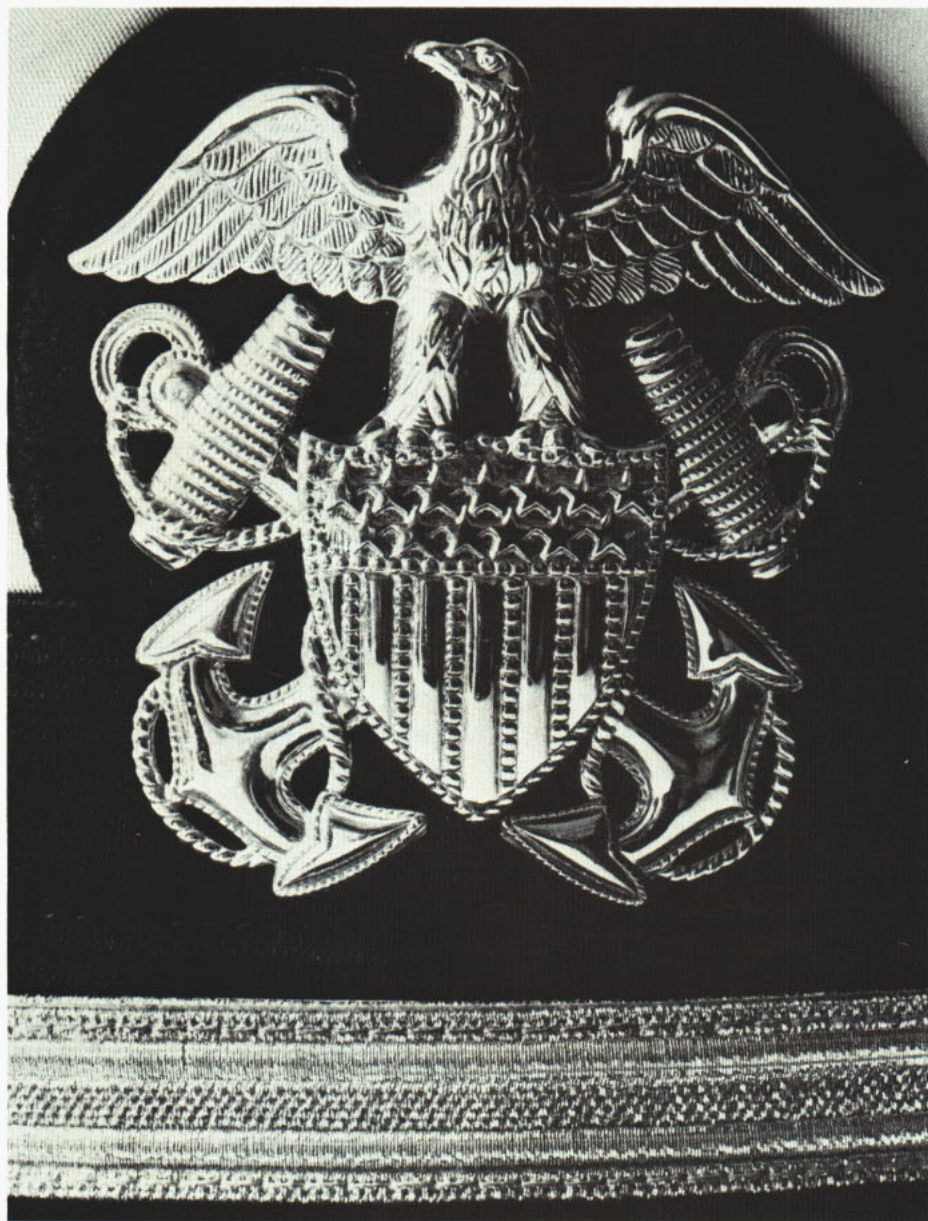
General eligibility requirements are:

- U.S. citizenship.
- Serve on active duty.
- Have between four and 11 years time in service.
- Be at least 22 years of age but not have passed the 31st birthday.
- Be physically qualified for appointment in the unrestricted line.
- Have no record of conviction by court martial or civil court, other than minor traffic violations.
- Meet high standards of personal conduct, character, patriotism, sense of duty, and financial responsibility.
- Have a cumulative grade point average of at least 2.5 on a 4.0 scale from all college-level courses completed.
- Be recommended by the commanding officer.

ECP officer candidates receive full pay and allowances, but must pay their own tuition and other school-related expenses. Six years of active enlisted service will be incurred from the date of enrollment in the ECP. Four years of active commissioned service will be incurred upon commissioning.

Chief Warrant Officer Program

The Chief Warrant Officer program (along with the Limited Duty Officer program) is one of the primary enlisted-to-officer programs that does not require a college education. Chief warrant offi-



Paths to a Commission

cers provide technical expertise at a relatively stable grade level in the officer structure.

General eligibility requirements are:

- Be a U.S. citizen.
- Be serving on active duty as a chief petty officer in the Regular Navy, Naval Reserve or TAR program at the time of application.
- Be physically qualified for appointment to chief warrant officer.
- Be a high school graduate or possess a service-accepted equivalent.
- Have no record of conviction by courts-martial nor conviction by civil court for offenses other than minor traffic violations for the two-year period immediately preceding Oct. 1 of the fiscal year in which the board convenes.
- Be recommended by the commanding officer.

Personnel in paygrades E-7 through E-9 must have completed at least 12 but no more than 24 years of active naval service immediately preceding Oct. 1 of the fiscal year of board convening. Specific application procedures and additional information about the CWO Program can be found in NAVMILPERSCOMINST 1131.1.

Limited Duty Officer Program

The Limited Duty Officer program is another enlisted-to-officer program that does not require a college education. The limited duty officer meets the Navy's needs for officer technical managers.

General eligibility requirements are the same as those of the chief warrant officer program with the following exceptions:

- Be serving as a petty officer first class or chief petty officer (E-6, 7, or 8). If the member is a PO1, he/she must have served in that capacity for at least one year immediately preceding Oct. 1 of the fiscal year of the board convening.
- Have completed at least eight but not more than 16 years of active naval service on Oct. 1 of the fiscal year of the board convening.

• PO1 applicants must complete all performance tests, practical factors, training courses, and service schools required for chief petty officer. Additionally, each PO1 applicant must successfully compete in the annual Navy-wide examination for advancement to CPO administered in January/February of the year of application.

1) A candidate whose final exam multiple is equal to or greater than that required to be CPO selection board eligible will be considered LDO selection eligible.

2) A PO1 is exempt from this requirement when authorization for advancement to CPO has been received by the commanding officer.

• Must be recommended by the commanding officer.

NAVMILPERSCOMINST 1131.1 contains specific application procedures and additional information about the LDO program.

Officer Candidate School (OCS) Program

The OCS program provides 16 weeks of officer candidate indoctrination and training at the Naval Education and Training Center, Newport, R.I. The program is open to male and female personnel except for the nuclear power program (submarine and surface) which is not open to women. Enlisted applicants in paygrades E-4 and below are designated officer candidates and advanced to E-5 upon reporting to OCS. Enlisted applicants in paygrades E-5 and above are designated officer candidates in their current paygrade. The curriculum is comprised of intense naval science and human relations management courses.

General eligibility requirements are:

- Be a U.S. citizen.
- Have a baccalaureate degree or higher from a regionally accredited college or university.
- Be at least 19 years old but less than 29 years of age at time of commissioning.

Waivers are granted for prior active service and active duty personnel.

• Will be administered the Officer Aptitude Rating (OAR) examination.

• Be physically qualified. Physical standards vary depending on career path/designator.

• Current service members must be entitled to an honorable discharge; be serving on active duty in any rate and rating; and have at least six months of obligated service remaining on current enlistment upon receipt of orders to most schools.

• Must manifest leadership qualities, be of good moral character and have good personal habits.

• Married and single parent applicants must meet the dependency requirements outlined in OPNAVINST 1120.2.

Service obligation for officers commissioned from OCS is four years active duty. All officers serve a total of eight years combined active/reserve duty.

Aviation Program

The Aviation Program provides an avenue to commissioned service for male and female applicants interested in serving as naval aviators, naval flight officers, intelligence officers, or aviation maintenance duty officers. Enlisted members selected for the program are designated officer candidates and advanced to E-5 upon reporting to Aviation Officer Candidate School (AOCS) Pensacola, Fla.

Members desiring pilot training enter AOCS and after commissioning continue their flight training for 12 to 18 months. Following successful completion of the additional flight training, candidates are designated naval aviators and are offered an option of a minimum of six years of active duty or four years of active duty followed by six years of selected reserve duty.

Naval Flight Officer Candidates (NFOC), after commissioning, will continue their training leading to designation as NFOs and have the same obligation

Paths to a Commission



options as a pilot.

Candidates selected for the Intelligence Program and the Aviation Maintenance Duty Officer Program will undergo additional training following commissioning and must serve on active duty for four years from date of appointment as ensign.

The general requirements for the aviation program are the same as for OCS except applicants for the Aviation Program will also be administered the Aviation Selection Test Battery (ASTB), and pilots and NFOs must be less than 27 years of age at time of commissioning.

Naval Reserve Officer Programs

There are three officer programs which lead to an appointment in the Naval Reserve for enlisted members who possess a baccalaureate or higher: Reserve Officer Candidate School, the Aviation Reserve Officer Candidate Program, and the Naval Aviation Cadet Program.

Reserve Officer Candidate (ROC) Program—The ROC program was recently reinstated by the Secretary of the Navy as a student college program leading to appointment on active duty as ensign, USNR, with designators of Surface Warfare (1165), Engineering Duty Officer Option (11X5 (ED)), or Supply Corps (3105).

General entry requirements are:

- Be a U.S. citizen.
- Designators 1165 and 11X5 (ED) are open to men only. Designator 3105 is open to men and women.
- Be at least 17 years old but less than 29 years old at the time of commissioning.
- Be enrolled in an accredited four-year college or university in pursuit of a baccalaureate degree having completed at least 60 semester or 90 quarter hours.
- Have a cumulative Grade Point Average (GPA) of at least 3.0 on a 4.0 scale when entering the ROC program. A minimum 2.8 cumulative GPA is required to remain in the program.
- Surface warfare and supply corps designators have no college major restrictions. Engineering duty officer option designated ROCs must be enrolled in an engineering or technical science degree program, must maintain a "B" average or above and will be interviewed by NAVSEA 00Z before acceptance into the program.
- Be physically qualified and adapted in accordance with standards of the Manual of the Medical Department.

Selected candidates may be enlisted up to 24 months prior to graduation and be placed in an inactive reserve status as an E-5 until the beginning of the first of the two eight-week summer training periods at Officer Candidate School (OCS), Newport, R.I.

The first summer training period will be completed following completion of the junior year of college and the second following receipt of a baccalaureate degree. Pay will be that of an E-5 during the two training periods at Newport, R.I., and during optional senior year monthly drills with a reserve unit.

Upon successful completion of the second eight weeks at OCS candidates will be commissioned ensigns, USNR, designator 1165, 11X5 (ED) or 3105 as appropriate. Candidates who disenroll prior to commissioning have no service obligation. All candidates who successfully complete the ROC program and accept a commission will serve on active duty for a period of four years.

Paths to a Commission



Paths to a Commission

Aviation Reserve Officer Candidate (AVROC) Program—The AVROC program has been reestablished for pilot and NFO male candidates and is structured similar to the Marine Corps Platoon Leaders Class (PLC).

General entry requirements are:

- Be a U.S. citizen.
- Be at least 17 years old but no older than 26 years at time of commissioning. Waivers may be granted for active duty personnel.

- Be enrolled in an accredited college in pursuit of a baccalaureate degree having completed at least 45 semester or 60 quarter hours.

- Naval Junior ROTC (NJROTC) male members are eligible to be enlisted as candidates upon graduation from high school. Prior to selection, NJROTC candidates must be accepted for enrollment at a regionally accredited college and must also be favorably recommended by the senior military instructor of the NJROTC unit.

- Receive an AQT/FAR score of 5/5 for the aviation track or 5/3 for the NFO track.

- Be physically qualified and aeronautically adapted in accordance with standards of the Manual of the Medical Department.

Candidates may enlist up to 12 months prior to beginning training at Aviation Officer Candidate School. All AVROCs will attend two seven-week summer training sessions at Pensacola, Fla., during their sophomore and junior years of college. Pay will be that of an E-5 during all AVROC training. Longevity for pay purposes will be from date of enlistment into the AVROC program. Successful completion of aviation officer training and a college degree will result in an ensign (13X5), USNR appointment.

AVROCs will be offered an option of a minimum of six years active duty or four years of active duty followed by six years of required selected reserve duty. After obligation option selection, three years obligation will be incurred from date of disenrollment from flight training



unless released earlier by the Deputy Chief of Naval Operations (Manpower, Personnel and Training).

Naval Aviation Cadet (NAVCAD) Program—The NAVCAD program has been reestablished for male and female pilot candidates from civilian and military sources.

General eligibility requirements are:

- Be a U.S. citizen.
- Be at least 19 years old but no more than 24 years old prior to entering training. No waivers will be granted.

- Have completed at least 60 semester or 90 quarter hours at an accredited college or university. Must have completed sufficient studies to enter as juniors (third year) at that institution.

- Receive an AQT/FAR score of 5/5 or greater. No waivers authorized.

- Be physically qualified and aeronautically adapted in accordance with standards of the Manual of the Medical Department.

Civilian candidates may be enlisted no more than 12 months prior to beginning training. Enlisted members may be enlisted in the special grade of aviation

cadet and placed in an inactive duty status in the Naval Reserve until reporting for training.

Aviation cadets are entitled to monthly basic pay at the rate of 50 percent of the basic pay for a commissioned officer in paygrade O-1 with two or less years of service. Allowances and other benefits will be as entitled for enlisted members in paygrade E-4.

All NAVCADs will attend 14 weeks of indoctrination training at Naval Aviation Schools Command, Pensacola, Fla. Successful completion of the aviation training will result in an ensign (1315), USNR appointment. Service obligation is six years from designation as a naval pilot.

After completing four years of commissioned service, NAVCADs may request selection to the ADO Restricted Line Community (154X) designation or augmentation into the Regular Navy. NAVCADs selected for augmentation will be eligible to request college degree completion prior to completing six years of commissioned service. NAVCADs pursuing a college degree will attend civilian institutions full time receiving full pay and allowances. Tuition and other

Paths to a Commission

school-related expenses will be paid by the NAVCAD. Those not selected for degree completion or augmentation will be subject to continuation board/release from active duty as the needs of the Navy dictate.

NROTC Scholarship Program

The NROTC scholarship program leads to appointment as an officer of the Regular Navy or Marine Corps in the grade of ensign or second lieutenant. The NROTC programs are maintained to educate and train well-qualified men and women for careers as commissioned officers. Only persons who are reasonably disposed to making the Navy or Marine Corps a career should apply.

General eligibility requirements are:

- Be a U.S. citizen.
- Be under 25 years old on June 30 of the year of commissioning. Age waivers are available to those with prior active military service.
- Be a high school graduate or possess an equivalency certificate.
- Be physically qualified.
- Be morally qualified and possess officer-like qualities and character.
- Have no moral obligations or personal convictions which would prevent conscientiously supporting and defending the Constitution of the United States against all enemies.
- Have no record of military or civil offenses.

See OPNAVNOTE 1533 for application procedures.

Medical Programs Leading to a Commission

Navy medicine offers an alternative to the administrative burden and expense of private practice by giving physicians, dentists and medical service officers a chance to practice in an atmosphere where decisions can be based solely on medical considerations.

Health Care Administration Section of Medical Service Corps—Regular Navy—

The Medical Service Corps Inservice Procurement Program is a continuing program which provides a path of advancement to commissioned officer status for senior Regular Navy HM and DT personnel in paygrades E-6 through E-9 who possess the necessary potential, outstanding qualifications and motivation. This program is extremely competitive and enlisted personnel aspiring toward appointment in the Medical Service Corps should begin preparation early in their careers through a sound self-improvement program.

General eligibility requirements for selection are:

- Be a U.S. citizen.
- Be a member of the Regular Navy serving as an HM or DT in paygrades E-6 through E-9.
- Be at least 20 years old. Applicants must not have reached age 35 as of Oct. 1 of the calendar year in which appointment first can be made. Women applicants must be at least 21 and under 32 years of age on date of appointment (this is a legal restriction imposed by Title 10, U.S. Code).
- Meet the physical standards prescribed for officer candidates.
- Have no record of conviction by court martial for the four years preceding the date of application.
- Have a combined GCT/ARI score of at least 115.
- Be a high school graduate or equivalent.
- Pass a professional examination administered by the Medical Service Corps.

The exam tests knowledge of personnel administration patient affairs, military justice, Navy customs and traditions, and general Navy orientation in addition to their pertinent disciplines.

Uniformed Services University of the Health Sciences—

This is a four-year accredited medical school which accepts applications from members of the uniformed services who have at least a bac-

calaureate and the academic background to qualify for entry. Students serve in paygrade O-1 while in the program, regardless of previous rank, and are promoted to O-3 upon graduation. Graduates incur a seven-year service obligation (which begins after residency is completed), and receive a Doctor of Medicine degree.

General eligibility requirements are:

- Be a U.S. citizen.
- Be between the ages of 18 and 27. Age waivers granted for those with prior active military service on a year for year basis, up to the age of 32.
- Hold a baccalaureate degree from an accredited university or college in the United States, Canada, or Puerto Rico.
- Meet the physical qualifications for commissioning.

Contact the USUHS Admissions Office at Autovon 295-3102 for further details.

Medical Enlisted Commissioning Program—

The Medical Enlisted Commissioning Program offers enlisted personnel the chance to become ensigns in the Nurse Corps by providing them the opportunity to obtain their B.S. degrees in nursing.

General eligibility requirements are:

- Be a U.S. citizen.
- Be at least 22 but no more than 31 years of age as of the date of enrollment.
- Meet the physical standards for officer candidates as prescribed by the Manual of the Medical Department.
- Have at least four years active service as of the date of application and not more than 11 years active service as of the date of enrollment.
- Have satisfactorily completed undergraduate course work sufficient to complete requirements for a B.S. degree in nursing within 36 consecutive months.
- Have a 2.5 grade point average on a 4.0 scale from all college courses completed.

Selectees will receive full pay and benefits but will be expected to pay their own educational expenses. See OPNAVINST 1530.7 for further details. □

USS Mobile Bay (CG 53)
answers up to "full speed
ahead" as the fantail watch
observes churning wake.
Photo by JOC Peter D.
Sundberg.





U.S. Constitution Bicentennial: 1787—1987

"Old Ironsides" leads Navy celebration